

Systems Serving Urbanized Areas

For the purposes of this summary, local public transportation systems serving populations of more than 200,000 are “urbanized,” as defined by the U.S. Bureau of the Census as of April 1, 1990. The national census figures for April 1, 2000, for urbanized areas do not take effect until October 1, 2002.

The local public transportation systems and the urbanized areas (UZA) they serve are:

- **C-TRAN** (Vancouver portion of Portland, Oregon UZA)
- **Community Transit** (Suburban Snohomish County portion of Seattle-Everett UZA)
- **Everett Transit** (Everett portion of Seattle-Everett UZA)
- **King County Metro Transit** (Seattle and King County suburban portions of Seattle-Everett UZA)
- **Pierce Transit** (Tacoma UZA)
- **Sound Transit** (Seattle-Everett UZA and Tacoma UZA)
- **Spokane Transit Authority** (Spokane UZA)

Local public transportation systems in these urbanized areas are eligible to receive Section 5307 and Section 5309 Fixed Guideway (if they have any) formula funding from the Federal Transit Administration. In addition, they may receive Section 5309 Bus Discretionary funding appropriated by Congress for specific projects.

Congress appropriated federal funding for public transportation programs for the federal fiscal year ending September 2001 consistent with levels authorized in the Transportation Equity Act for the 21st Century (TEA-21). The following table shows these levels.

Area	Funding	Source	Purpose
Seattle-Everett	\$55,670,041	Section 5307	Formula
Seattle-Everett	\$16,455,803	Section 5309	Fixed Guideway
Sound Transit	\$49,532,158	Section 5309	Light Rail
Sound Transit	\$4,953,216	Section 5309	Commuter Rail
Sound Transit	\$1,980,630	Section 5309	Buses
Seattle	\$1,980,630	Section 5309	Buses & Facilities
Seattle	\$495,157	Section 5309	Facilities
Seattle	\$2,970,945	Section 5309	Park and Ride Lot
Everett	\$1,485,472	Section 5309	Buses
Snohomish Co.	\$990,315	Section 5309	Buses & Facilities
Tacoma	\$11,548,531	Section 5307	Formula
Tacoma	\$707,077	Section 5309	Fixed Guideway
Spokane	\$5,082,128	Section 5307	Formula
Spokane	\$3,962,572	Section 5309	Light Rail
Vancouver	\$990,315	Section 5309	Intermodal Facilities
Annual Total*	\$158,804,990		

*Excludes Vancouver Section 5307 Formula shared with Portland, Oregon.

Section 5307 funding may be used to:

- purchase transit-related equipment,
- construct transit-related buildings or improvements, or
- offset transit-related preventive maintenance costs.

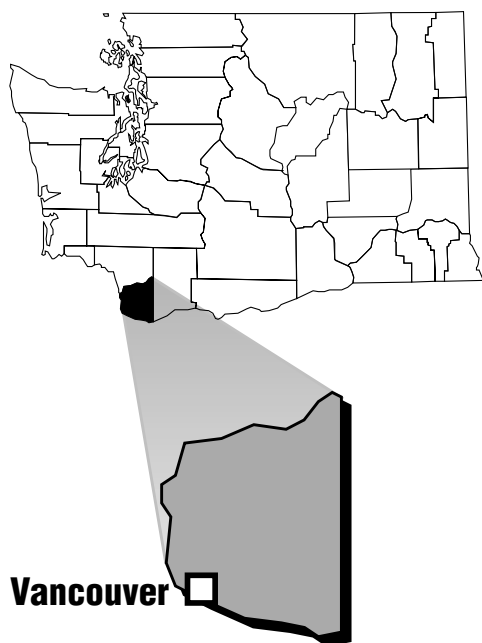
Section 5309 Fixed Guideway funding may be used for a high occupancy system operating on an exclusive right of way or with an overhead electrical system to:

- purchase equipment, or
- construct buildings or improvements.

Transportation Management Areas, designated jointly by the Governor, the Federal Transit Administration, and the Federal Highway Administration, select eligible projects for Section 5307 and Section 5309 Fixed Guideway funding.

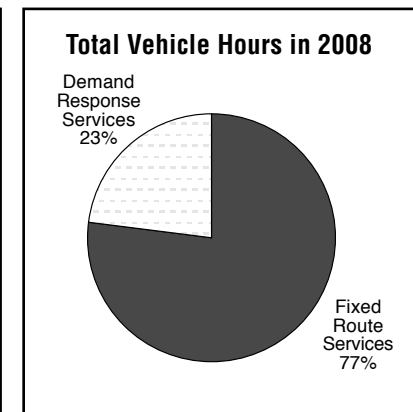
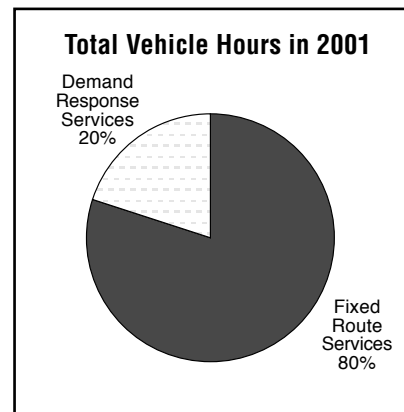
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System Snapshot

- Operating Name: C-TRAN
- Service Area: Clark County, excluding the bi-county city of Woodland
- Congressional District: 3
- Legislative Districts: 15, 17, 18, and 49
- Type of Government: Public Transportation Benefit Area
- Governing Body: 9 member board of directors comprised of three Clark County Commissioners, three Vancouver Council members, one council member from either Camas or Washougal, one city council member from either Battle Ground or Yacolt, and one council member from either Ridgefield or La Center.
- Tax Authorized: 0.3% sales and use tax approved in November 1980.
- Types of Service: 28 fixed routes and with C-VAN Americans with Disabilities (ADA) accompanying paratransit service.
- Days of Service: Weekdays, generally between 5:30 a.m. and 9:30 p.m.; Saturdays, generally between 6:45 a.m. and 8:00 p.m.; and Sundays, between 8:00 a.m. and 7:00 p.m.
- Base Fare: \$1.00 per boarding for fixed route within Clark County and 45 cents per boarding for honored citizens.



Current Operations

C-TRAN provides a variety of services on weekdays:

- Fifteen suburban routes (Vancouver urbanized area).
- Three rural routes (Camas-Washougal, from the Vancouver urbanized area to Camas and Battle Ground).
- Seven express commuter routes (to Portland area).
- One express commuter route (from Camas to Portland).
- Two express commuter routes (from rural Clark County locations into Vancouver urbanized area).

C-TRAN operates all suburban local routes and two rural routes on Saturdays and Sundays.

C-TRAN provides C-VAN paratransit services for individuals with disabilities who cannot use fixed route services and are within one-half mile of them.

C-TRAN provides vanpool service with up to 18 vans, all of which are leased. C-TRAN is the lead agency for Commute Trip Reduction in Clark County.

Revenue Service Vehicles

Fixed Route — 102 total, 88 ADA accessible and 96 equipped with bicycle racks, age ranging from 1976 to 1999.

C-VAN — 51 total, all equipped with wheelchair lifts, age ranging from 1991 to 1998.

Vanpool — 10 leased from a private company.

Facilities

C-TRAN has a single administration-maintenance-operations facility at 2425 NE 65th Avenue in Vancouver. C-TRAN also leases adjoining accessory fleet parking and office space.

C-TRAN operates three transfer centers: 7th Street-Downtown Vancouver, Vancouver Mall, and Fisher's Landing. Each of the transit centers has bicycle lockers or rack facilities, customer service, an operators' lounge, and transit security space. The 7th Street and Fisher's Landing centers have public restrooms.

In addition, Vancouver Mall and Fisher's Landing transit centers have park and ride lot capacity. C-TRAN operates five other park and ride lots (BattleGround, Ridgefield, Salmon Creek, Camas/Washougal, and Evergreen). Together with another park and ride lot (BPA Ross Complex), these park and ride lots have a total of more than 1,600 vehicle parking spaces.

C-TRAN maintains more than 220 passenger shelters and benches.

Intermodal Connections

C-TRAN provides a taxi connector service to the Vancouver Amtrak station. Intercity bus connections can be made at the Greyhound bus terminal located adjacent to the downtown 7th Street Transit Center. Additionally, bike locker and rack facilities are located at each of C-TRAN's transit centers and park and ride facilities.

C-TRAN connects with Tri-Met (Oregon), enabling access to Portland and its three suburban counties in Oregon.

2001 Achievements

- Objectives met:
 - Offered additional commuter services to support the new HOV facility along southbound Interstate 5.
 - Continued installing security cameras on board buses.
- Objectives unmet:
 - Acquire land for constructing a park and ride lot at I-5 and 99th Street.
 - Replace five fixed route coaches.
 - Add seven transit coaches for commuter service.
- Other:
 - Launched a comprehensive “Train-the-Trainer” program.

2002 Objectives

- Acquire land for constructing a park and ride lot at I-5 and 99th Street.
- Replace five C-VAN coaches.
- Complete a comprehensive emergency preparedness plan.
- Complete installing on-board security cameras on all fixed route buses.
- Preserve or replace existing park and ride capacity near 134th Street.

Long-range (2003 through 2008) Plans

- Construct park and ride lot at I-5 and 99th Street.
- Replace 31 C-VAN paratransit vehicles.
- Add four C-VAN paratransit vehicles.
- Replace 33 and add seven 40-foot fixed route buses.
- Replace 15 30 to 35-foot fixed route buses.
- Reduce vanpool operations due to downsizing of employers.
- Plan and implement ongoing service adjustments.



C-TRAN

	1999	2000	2001	% Change	2002	2003	2004	2008
Service Area Population	336,890	345,146	352,565	2.15%	N.A.	N.A.	N.A.	N.A.
Annual Operating Information								
Fixed Route Services								
Revenue Vehicle Hours	283,218	260,482	246,593	-5.33%	260,000	269,000	278,000	176,000
Total Vehicle Hours	310,981	284,515	268,052	-5.79%	282,000	292,000	303,000	191,000
Revenue Vehicle Miles	4,537,911	4,044,919	3,648,956	-9.79%	3,644,000	3,772,000	3,904,000	4,480,000
Total Vehicle Miles	5,275,297	4,656,608	4,103,129	-11.89%	4,466,000	4,622,000	4,764,000	5,490,000
Passenger Trips	7,750,095	6,564,961	5,954,946	-9.29%	6,274,000	6,494,000	6,721,000	4,248,000
Diesel Fuel Consumed (gallons)	1,111,284	1,019,043	927,566	-8.98%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	1	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	77	89	60	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	12	28	8	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	280.3	257.6	243.6	-5.43%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$20,042,070	\$18,347,197	\$18,085,091	-1.43%	\$20,371,000	\$20,809,000	\$21,935,000	\$15,034,000
Farebox Revenues	\$2,445,189	\$3,056,588	\$3,452,965	12.97%	\$3,737,000	\$4,097,000	\$4,683,000	\$3,854,000
Demand Response Services								
Revenue Vehicle Hours	65,822	55,308	58,695	6.12%	73,000	76,000	79,000	51,000
Total Vehicle Hours	74,953	62,275	67,301	8.07%	84,000	87,000	91,000	58,000
Revenue Vehicle Miles	1,046,512	915,330	968,913	5.85%	1,214,000	1,266,000	1,321,000	854,000
Total Vehicle Miles	1,200,544	1,023,470	1,079,495	5.47%	1,353,000	1,411,000	1,471,000	951,000
Passenger Trips	188,269	162,130 *	175,029	7.96%	218,000	227,000	237,000	153,000
Diesel Fuel Consumed (gallons)	149,302	47,417	127,422	0.59%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	287	0	0	0.00%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	4	13	16	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	8	1	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	73.3	64.1	60.5	-5.62%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$4,373,195	\$3,713,625	\$3,921,158	5.59%	\$4,922,000	\$5,109,000	\$5,388,000	\$3,728,000
Farebox Revenues	\$37,434	\$59,396	\$67,417	13.50%	\$81,000	\$107,000	\$113,000	\$87,000

*Revised number.

	1999	2000	2001	% Change	2002	2003	2004	2008
Vanpooling Services								
Revenue Vehicle Miles	286,482	249,255	157,981	-36.62%	275,000	275,000	275,000	275,000
Total Vehicle Miles	286,482	249,255	157,981	-36.62%	275,000	275,000	275,000	275,000
Passenger Trips	68,096	66,555	51,255	-22.99%	47,000	47,000	47,000	47,000
Vanpool Fleet Size	25	18	10	-44.44%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	25	18	10	-44.44%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	20,991	19,494	11,234	-42.37%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	0.5	0.4	0.4	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$114,135	\$94,840	\$81,357	-14.22%	\$107,000	\$110,000	\$114,000	\$124,000
Vanpooling Revenue	\$128,730	\$113,119	\$84,825	-25.01%	\$93,000	\$105,000	\$108,000	\$122,000

C-TRAN

	1999	2000	2001	% Change	2002	2003	2004	2008
Annual Revenues								
Sales Tax	\$11,699,532	\$11,853,310	\$11,912,575	0.50%	<i>\$11,500,000</i>	<i>\$12,000,000</i>	<i>\$12,500,000</i>	<i>\$13,500,000</i>
MVET	\$11,699,532	\$7,173,943	\$0	-100.00%	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
State Bridge Allocation	\$0	\$4,355,000	\$0	-100.00%	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Transit Sales Tax Equity Distribution	\$0	\$530,564	\$0	-100.00%	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Fares	\$2,482,623	\$3,115,984	\$3,520,382	12.98%	<i>\$3,818,000</i>	<i>\$4,204,000</i>	<i>\$4,796,000</i>	<i>\$3,941,000</i>
Vanpooling Revenue	\$128,730	\$113,119	\$84,825	-25.01%	<i>\$93,000</i>	<i>\$105,000</i>	<i>\$108,000</i>	<i>\$122,000</i>
Federal Section 5307 Prevent. Maint.	\$0	\$0	\$3,020,236	100.00%	<i>\$3,010,000</i>	<i>\$3,027,000</i>	<i>\$3,000,000</i>	<i>\$1,800,000</i>
Other	\$2,758,042	\$5,292,974	\$7,367,373	39.19%	<i>\$2,216,000</i>	<i>\$690,000</i>	<i>\$484,000</i>	<i>\$165,000</i>
Total Annual Revenues	\$28,768,459*	\$32,434,894	\$25,905,391	-20.13%	<i>\$20,637,000</i>	<i>\$20,026,000</i>	<i>\$20,888,000</i>	<i>\$19,528,000</i>
Annual Operating Expenses	\$24,529,400	\$22,155,662	\$22,087,606	-0.31%	<i>\$25,400,000</i>	<i>\$26,028,000</i>	<i>\$27,437,000</i>	<i>\$18,886,000</i>
Other Expenses	\$4,104,893	\$4,039,540	\$4,284,361	6.06%	<i>\$5,477,000</i>	<i>\$4,934,000</i>	<i>\$5,010,000</i>	<i>\$4,587,000</i>
Annual Capital Purchase Obligations								
Federal CM/AQ Grant	\$0	\$0	\$0		<i>\$1,310,000</i>	<i>\$2,240,000</i>	<i>\$3,663,000</i>	<i>\$0</i>
Federal STP-Regional	\$660,421	\$0	\$0		<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Federal Section 5309 Capital Grants	\$0	\$0	\$2,312,375		<i>\$2,840,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Federal Section 5307 Capital Grants	\$4,558,192	\$471,663	\$1,715,000		<i>\$90,000</i>	<i>\$7,525,000</i>	<i>\$1,177,000</i>	<i>\$30,000</i>
State Capital Grants	\$0	\$180,000	\$0		<i>\$557,000</i>	<i>\$0</i>	<i>\$2,221,000</i>	<i>\$0</i>
Capital Replacement/Purchase Funds	\$2,973,244	\$3,352,458	\$2,648,432		<i>\$3,221,000</i>	<i>\$4,903,000</i>	<i>\$5,197,000</i>	<i>\$1,719,000</i>
Total Capital Purchases	\$8,191,857	\$4,004,121	\$6,675,807	66.72%	<i>\$8,018,000</i>	<i>\$14,668,000</i>	<i>\$12,258,000</i>	<i>\$1,749,000</i>
Ending Balances, December 31								
Working Capital	\$7,192,115	\$8,108,724	\$5,721,289	-29.44%	<i>\$5,159,000</i>	<i>\$5,380,000</i>	<i>\$5,722,000</i>	<i>\$0</i>
Funding for Programs	\$29,264,326	\$33,617,763	\$33,285,290	-0.99%	<i>\$27,264,000</i>	<i>\$18,759,000</i>	<i>\$10,516,000</i>	<i>\$8,164,000</i>
Capital Replacement/Purchase Funds	\$26,375,280	\$28,219,736	\$29,718,126	5.31%	<i>\$26,912,000</i>	<i>\$24,216,000</i>	<i>\$20,223,000</i>	<i>\$23,000</i>
Self Insurance Fund	\$3,000,000	\$3,000,000	\$3,000,000	0.00%	<i>\$3,000,000</i>	<i>\$3,000,000</i>	<i>\$3,000,000</i>	<i>\$3,000,000</i>
Total	\$65,831,721	\$72,946,223	\$71,724,705	-1.67%	<i>\$62,335,000</i>	<i>\$51,355,000</i>	<i>\$39,461,000</i>	<i>\$11,187,000</i>

*Revised number.

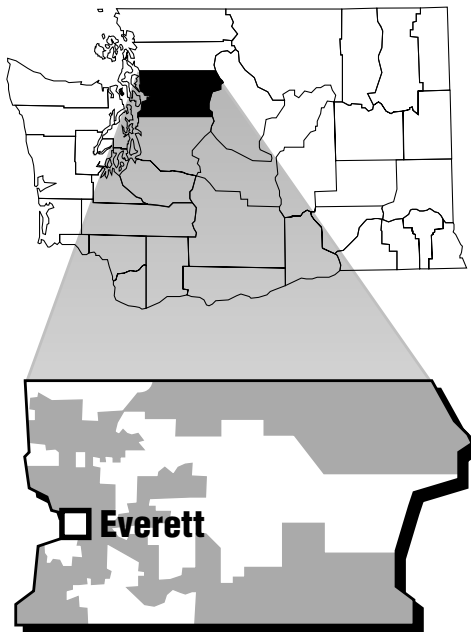
Performance Measures for 2001 Operations

	Fixed Route Services		Demand Response Services	
	C-TRAN	Urbanized Medians	C-TRAN	Urbanized Medians
Fares/Operating Cost	19.09%	15.94%	1.72%	1.61%
Operating Cost/Passenger Trip	\$3.04	\$3.14	\$22.40	\$22.88
Operating Cost/Revenue Vehicle Mile	\$4.96	\$5.92	\$4.05	\$4.04
Operating Cost/Revenue Vehicle Hour	\$73.34	\$79.16	\$66.81	\$64.36
Operating Cost/Total Vehicle Hour	\$67.47	\$73.79	\$58.26	\$56.17
Revenue Vehicle Hours/Total Vehicle Hour	91.99%	91.01%	87.21%	84.63%
Revenue Vehicle Hours/FTE	1,012	945	970	1,064
Revenue Vehicle Miles/Revenue Vehicle Hour	14.80	14.30	16.51	14.65
Passenger Trips/Revenue Vehicle Hour	24.1	24.5	3.0	2.8
Passenger Trips/Revenue Vehicle Mile	1.63	1.62	0.18	0.19

Joyce F. Olson
Executive Director

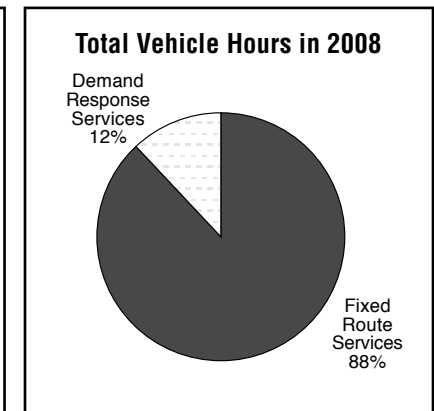
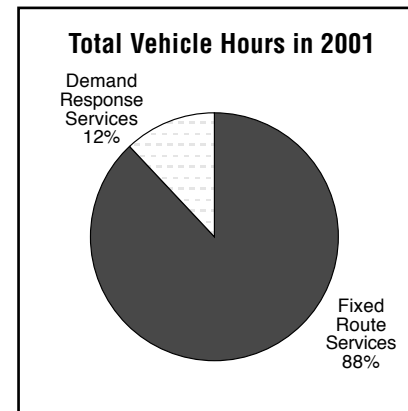
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System Snapshot

- Operating Name: Community Transit (CT)
- Service Area: Suburban and Rural Snohomish County
- Congressional Districts: 1 and 2
- Legislative Districts: 1, 10, 21, 32, 39, and 44
- Type of Government: Public Transportation Benefit Area
- Governing Body: 9 member board of directors comprised of two Snohomish County Council members; one elected official each from Edmonds and Lynnwood; three elected officials representing the cities of Arlington, Bothell, Brier, Lake Stevens, Marysville, Mill Creek, Monroe, Mountlake Terrace, Mukilteo, and Snohomish; and two elected officials representing the cities of Darrington, Gold Bar, Granite Falls, Index, Stanwood, Sultan, and Woodway.
- Tax Authorized: 0.9% sales and use tax approved in November 2001.
- Types of Service: 52 routes (plus ten Sound Transit routes), DART transportation for individuals with disabilities, and commuter vanpools.
- Days of Service: Weekdays, generally between 6:00 a.m. and 10:00 p.m.; and Saturdays, generally between 7:30 a.m. and 8:00 p.m.
- Base Fare: \$1.00 per boarding, fixed route and DART.



Current Operations

Community Transit provides a variety of fixed route services on weekdays:

- Nineteen suburban local routes.
- Seven suburban commuter routes to the Everett Boeing Plant.
- Seven suburban commuter routes to University of Washington in King County.
- Nineteen suburban commuter routes to Seattle and Bellevue in King County.

CT operates 14 suburban local routes on Saturdays.

CT operates 10 suburban commuter routes to Seattle, Northgate, and Bellevue as a contractor to Sound Transit.

CT also provides paratransit transportation (DART) for individuals with disabilities. This transportation operates the same days and hours as local bus services.

CT manages the third largest vanpool program in the nation and provides transportation management services to employers.

Revenue Service Vehicles

Fixed Route — 276 total, including seven vehicles owned by the Boeing Company, age ranging from 1978 to 2000.

DART — 49 total, all ADA accessible, age ranging from 1993 to 1998.

Vanpool — 356 total, including two equipped with wheelchair lifts, age ranging from 1987 to 2001.

Facilities

Community Transit has maintenance and operations facilities at two locations. The Kasch Park Operating Base accommodates CT's inter-county commuter service, Sound Transit, and vanpool operations. The Merrill Creek Operating Base accommodates CT's local service and other commuter operations.

CT has transit centers in Everett, Lynnwood, Aurora Village, Edmonds Community College, Smokey Point, and at both the Mukilteo and Edmonds ferry terminals.

CT operates 19 park and ride lots. CT also leases ten park and pool lots. These lots provide a total of 5,423 parking spaces. CT provides bicycle lockers at five park and ride lots.

CT has 243 bus passenger shelters throughout its service area.

Intermodal Connections

Community Transit services connect with Sound Transit services in Everett, Lynnwood, and Bothell. CT connects with King County Metro in downtown Seattle, Bothell, Aurora Village, Lynnwood, Edmonds, and the University of Washington in Seattle. CT and Everett Transit services connect in Everett and Mukilteo. CT, Sound Transit, King County Metro, Everett Transit, and Pierce Transit all cooperate in the production and distribution of regional PugetPasses, which can be used on all of the transit systems.

CT service also connects with the Washington State Ferries at the Edmonds and Mukilteo ferry terminals.

CT connects with Amtrak stations in downtown Edmonds and Seattle.

CT provides service to many of the public schools in the service area, including Edmonds/Woodway High School where the Edmonds School District purchases passes for students. CT also provides service to Edmonds Community College, Everett Community College, and the University of Washington in Seattle.

2001 Achievements

- Objectives met:
 - Initiated a successful ballot measure to increase transit sales tax of 0.3% in November.
 - Worked with the state legislature to restore state funding for transit services.
 - Requested bids for new five-year contracts for the operation of ADA paratransit services, the operation of contracted commuter services, and for the fixed route and paratransit vehicles. Awarded bids for ADA paratransit services and the operation of contracted commuter services.
 - Initiated a siting study for a park and ride facility in the vicinity of Frontier Village/Lake Stevens. Acquired property as a possible site for the park and ride pending completion of the siting study.
 - Evaluated the feasibility of expanding the WSDOT-owned Mountlake Terrace park and ride lot.
 - Continued collaboration with Sound Transit on the design and construction of improvements to the Lynnwood park and ride lot.
 - Implemented a new fleet-wide 800 mhz radio system.
- Objectives unmet:
 - Activate a segment of transit signal priority in Snohomish County.
- Other:
 - Donated surplus vehicles to non-profit agencies to be used to meet special transportation needs beyond those already served by CT.

2002 Objectives

- Restore Sunday bus and paratransit services.
- Develop a plan for additional service increases sustainable at the 0.9% sales tax level.
- Award a five-year contract for fixed route and paratransit fleet procurements.
- Complete siting study and environmental approvals for a new park and ride lot in the Frontier Village vicinity.
- Initiate planning and environmental work for an expansion of the Mountlake Terrace park and ride lot.
- Collaborate with Sound Transit on the design and construction of improvements to the Lynnwood park and ride lot.
- Activate a segment of transit signal priority in Snohomish County.

Long-range (2003 through 2008) Plans

- Expand bus and paratransit service by 15 percent in 2003.
- Maintain (or improve) transit mode share in Snohomish County.
- Replace aging 40-foot commuter coaches with 60-foot articulated buses.
- Implement the conversion from regular diesel fuel to Ultra-Low Sulfur Diesel Fuel for CT fleet during 2002-2006 and upgrade the current bus fleet with treatment equipment.
- Work with WSDOT to design and construct Terrace Station at the existing Mountlake Terrace park and ride lot.
- Design and construct a park and ride lot in the Frontier Village/Lake Stevens area.
- Work with WSDOT to program and construct park and ride projects growing out of the Puget Sound Park and Ride System Update.

Community Transit

	1999	2000	2001	% Change	2002	2003	2004	2008
Service Area Population	399,180	406,410	434,780	6.98%	N.A.	N.A.	N.A.	N.A.

Annual Operating Information

Fixed Route Services

Revenue Vehicle Hours	424,261	379,932	398,488	4.88%	417,000	466,000	488,000	523,000
Total Vehicle Hours	579,870	520,010	585,134	12.52%	613,000	681,000	712,000	764,000
Revenue Vehicle Miles	7,111,582	7,094,637	7,416,497	4.54%	7,764,000	8,676,000	9,081,000	10,726,000
Total Vehicle Miles	10,521,297	10,477,588	10,860,389	3.65%	11,369,000	12,704,000	13,298,000	14,242,000
Passenger Trips	7,940,239	7,333,570	8,293,703	13.09%	8,682,000	9,702,000	10,155,000	10,876,000
Diesel Fuel Consumed (gallons)	2,196,191	2,150,806	2,244,300	4.35%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	65	88	118	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	36	32	56	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	570.0	537.0	583.0	8.57%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$42,458,114	\$41,355,186	\$46,799,188	13.16%	\$52,365,000	\$60,856,000	\$65,609,000	\$79,087,000
Farebox Revenues	\$8,350,314	\$10,008,745	\$10,723,308	7.14%	\$11,225,000	\$12,544,000	\$13,130,000	\$14,062,000

Demand Response Services

Revenue Vehicle Hours	87,711	62,933	63,370	0.69%	66,000	74,000	78,000	83,000
Total Vehicle Hours	87,711	78,791	82,331	4.49%	86,000	96,000	101,000	108,000
Revenue Vehicle Miles	1,581,584	1,145,326	1,262,880	10.26%	1,322,000	1,477,000	1,546,000	1,656,000
Total Vehicle Miles	1,581,584	1,435,982	1,502,521	4.63%	1,573,000	1,758,000	1,840,000	1,970,000
Passenger Trips	197,578	163,300	162,035	-0.77%	166,000	176,000	180,000	186,000
Diesel Fuel Consumed (gallons)	231,268	209,796	218,160	3.99%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	8	2	4	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	4	4	6	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	75.0	71.0	73.0	2.82%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$4,564,538	\$4,352,473	\$4,677,754	7.47%	\$5,328,000	\$5,978,000	\$6,266,000	\$6,725,000
Farebox Revenues	\$134,271	\$104,915	\$132,610	26.40%	\$143,000	\$150,000	\$152,000	\$161,000

	1999	2000	2001	% Change	2002	2003	2004	2008
Vanpooling Services								
Revenue Vehicle Miles	3,410,170	3,610,035	3,788,760	4.95%	3,789,000	3,789,000	3,789,000	4,002,000
Total Vehicle Miles	3,483,099	3,701,835	3,894,803	5.21%	3,895,000	3,895,000	3,895,000	4,114,000
Passenger Trips	658,108	729,810	776,934	6.46%	780,000	780,000	780,000	818,000
Vanpool Fleet Size	311	345	356	3.19%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	242	271	278	2.58%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	225,719	237,978	248,174	4.28%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	10	0	4	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	11	5	8	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	11.0	14.0	15.0	7.14%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$1,887,435	\$2,012,747	\$1,921,023	-4.56%	\$1,946,000	\$1,946,000	\$1,946,000	\$2,045,000
Vanpooling Revenue	\$773,564	\$1,137,150	\$1,548,923	36.21%	\$2,066,000	\$2,066,000	\$2,066,000	\$2,168,000

Community Transit

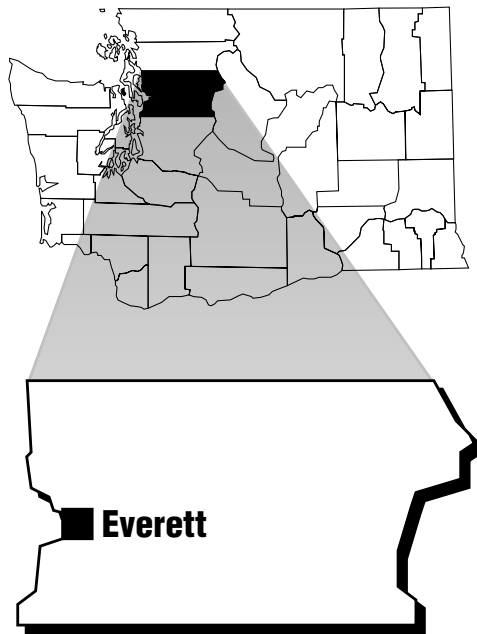
	1999	2000	2001	% Change	2002	2003	2004	2008
Annual Revenues								
Sales Tax	\$30,873,972	\$32,834,494	\$33,078,912	0.74%	\$46,351,000	\$50,086,000	\$50,589,000	\$57,563,000
MVET	\$18,835,958	\$8,678,939	\$0	-100.00%	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$6,857,400	\$0	-100.00%	\$0	\$0	\$0	\$0
Fares	\$8,484,585	\$10,113,660	\$10,855,918	7.34%	\$11,368,000	\$12,694,000	\$13,282,000	\$14,223,000
Vanpooling Revenue	\$773,564	\$1,137,150	\$1,548,923	36.21%	\$2,066,000	\$2,066,000	\$2,066,000	\$2,168,000
Federal Section 5307 Operating	\$0	\$2,598,193	\$5,616,290	116.16%	\$5,800,000	\$6,000,000	\$6,000,000	\$4,000,000
Other	\$3,833,100	\$5,313,200	\$3,958,885	-25.49%	\$3,467,000	\$2,321,000	\$4,100,000	\$3,294,000
Sound Transit Operating	\$1,218,667	\$4,581,842	\$5,298,583	15.64%	\$5,351,000	\$5,652,000	\$5,695,000	\$7,483,000
Total Annual Revenues	\$64,019,846	\$72,114,878	\$60,357,511	-16.30%	\$74,403,000	\$78,819,000	\$81,732,000	\$88,731,000
Annual Operating Expenses								
Other	\$48,910,087	\$47,720,406	\$53,397,965	11.90%	\$59,639,000	\$68,780,000	\$73,821,000	\$87,857,000
Total	\$0	\$288,070	\$418,912	45.42%	\$473,000	\$550,000	\$593,000	\$700,000
	\$48,910,087	\$48,008,476	\$53,816,877	12.10%	\$60,112,000	\$69,330,000	\$74,414,000	\$88,557,000
Annual Capital Purchase Obligations								
Federal Section 5309 Capital Grants	\$0	\$2,218,869	\$0		\$0	\$0	\$0	\$0
Federal Section 5307 Capital Grants	\$0	\$1,594,000	\$5,319,000		\$2,790,000	\$8,956,000	\$4,675,000	\$3,000,000
Federal CM/AQ	\$0	\$434,060	\$0		\$0	\$0	\$1,735,000	\$0
Central Puget Sound PT Account	\$0	\$312,500	\$0		\$0	\$0	\$0	\$0
Combined Capital Funds	\$10,160,443	\$2,134,939	\$5,061,623		\$7,452,000	\$11,497,000	\$13,809,000	\$3,028,000
General Fund	\$944,687	\$1,089,591	\$1,000,022		\$1,200,000	\$1,248,000	\$1,285,000	\$1,447,000
Other	\$259,000	\$0	\$0		\$0	\$0	\$0	\$0
Total Capital Purchases	\$11,364,130	\$7,733,959	\$11,380,645	46.21%	\$11,442,000	\$21,701,000	\$21,504,000	\$7,475,000
Ending Balances, December 31								
General Fund	\$1,945,623	\$8,161,208	\$10,976,830	34.50%	\$18,725,000	\$21,478,000	\$21,336,000	\$525,000
Combined Capital Funds	\$26,160,845	\$39,462,332	\$36,578,535	-7.31%	\$32,007,000	\$23,174,000	\$13,261,000	\$8,420,000
L&I Insurance Fund	\$1,861,315	\$2,152,331	\$2,108,770	-2.02%	\$2,443,000	\$2,918,000	\$3,366,000	\$4,226,000
Bond Fund	\$11,785,671	\$12,173,130	\$13,383,851	9.95%	\$14,927,000	\$17,082,000	\$18,625,000	\$25,565,000
Total	\$41,753,454	\$61,949,001	\$63,047,986	1.77%	\$68,102,000	\$64,652,000	\$56,588,000	\$38,736,000

Performance Measures for 2001 Operations

	Fixed Route Services		Demand Response Services	
	Community Transit	Urbanized Medians	Community Transit	Urbanized Medians
Fares/Operating Cost	22.91%	15.94%	2.83%	1.61%
Operating Cost/Passenger Trip	\$5.64	\$3.14	\$28.87	\$22.88
Operating Cost/Revenue Vehicle Mile	\$6.31	\$5.92	\$3.70	\$4.04
Operating Cost/Revenue Vehicle Hour	\$117.44	\$79.16	\$73.82	\$64.36
Operating Cost/Total Vehicle Hour	\$79.98	\$73.79	\$56.82	\$56.17
Revenue Vehicle Hours/Total Vehicle Hour	68.10%	91.01%	76.97%	84.63%
Revenue Vehicle Hours/FTE	684	945	868	1,064
Revenue Vehicle Miles/Revenue Vehicle Hour	18.6	14.30	19.9	14.65
Passenger Trips/Revenue Vehicle Hour	20.8	24.5	2.6	2.8
Passenger Trips/Revenue Vehicle Mile	1.12	1.62	0.13	0.19

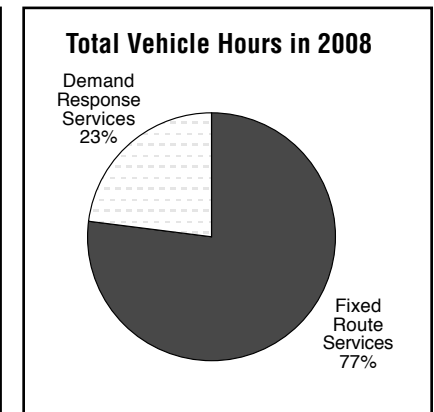
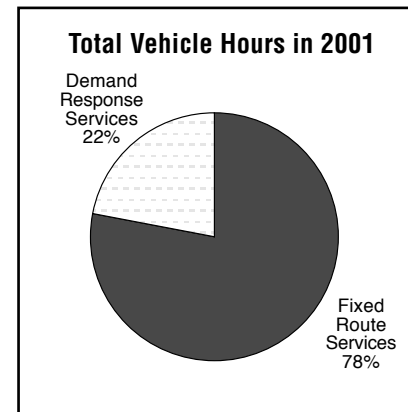
Ken Housden
Director, Transportation Services

3225 Cedar Street
Everett, Washington 98201
(425) 257-8803
Internet Home Page: <http://www.everetttransit.org>



System Snapshot

- Operating Name: Everett Transit
- Service Area: City of Everett
- Congressional Districts: 1 and 2
- Legislative Districts: 38 and 44
- Type of Government: City
- Governing Body: Everett Mayor and City Council
- Tax Authorized: 0.3% sales and use tax approved in September 1978.
- Types of Service: 10 fixed-routes and ParaTransit service for senior citizens and persons with disabilities who cannot use fixed route service.
- Days of Service: Weekdays, generally between 4:45 a.m. and 10:00 p.m.; and weekends between 6:55 a.m. and 9:25 p.m.
- Base Fare: 75 cents per boarding, fixed route, donations for ParaTransit.



Current Operations

Everett Transit operates its ten fixed routes, Mondays through Fridays, as follows:

- Two suburban commuter routes (Mukilteo/Everett Boeing Plant and Eastmont Plaza/Everett Boeing Plant).
- Two shuttle routes in downtown Everett.
- Six suburban local routes.

Everett Transit provides ParaTransit services to senior citizens and persons with disabilities seven days a week.

Everett Transit only operates the six suburban local routes on Saturdays and Sundays.

Everett Transit continued to oversee the city's Commute Trip Reduction program.

Revenue Service Vehicles

Fixed Route — 41 total, three of which are owned by the Boeing Company and a part of its 1991 Mitigation Program for plant expansion, 33 of which are wheelchair accessible, with models ranging from 1987 to 1999.

ParaTransit — 14, all ADA accessible, with models ranging from 1993 to 1998.

Facilities

The Everett Transit Operations Center houses all Everett Transit administration and operations facilities. The maintenance facility is shared with the city's Motor Vehicles Division in the Public Works Department. A customer information center and pass sales outlet is located in Everett Transit's downtown transit center.

Everett Transit serves the Eastmont park and ride lot.

Intermodal Connections

Everett Transit provides service between downtown Everett and the Mukilteo ferry terminal. In addition, Everett Transit provides express service between the Mukilteo ferry terminal and the Boeing Everett plant for Whidbey Island residents.

Everett Transit provides service to all of the public elementary, middle, and high schools in Everett, as well as Everett Community College.

Connections with Community Transit and Sound Transit in downtown Everett and at common bus stops for service into Community Transit's service area are available. Everett Transit provides service to the Everett Amtrak station and the Everett Greyhound station.

2001 Achievements

- Objectives met:
 - Completed constructing Everett Station, a multimodal transportation center.
 - Constructed Pacific Avenue Overpass.
- Other:
 - Coordinated planning with Sound Transit for Sounder commuter rail service.
 - Updated ParaTransit automated schedule software.
 - Installed seven new bus shelters.

2002 Objectives

- Begin operations through Everett Station and close downtown transit center.
- Implement service change moving Everett Transit, Community Transit, and Sound Transit routes from the downtown transit center to Everett Station.
- Replace eight non-ADA fixed route buses.

Long-range (2003 through 2008) Plans

- Construct the North Everett Transit Center.
- Construct the South Everett Transit Center.
- Purchase 12 replacement fixed route buses.
- Purchase two additional fixed route buses.
- Purchase 21 replacement ParaTransit vehicles.
- Install electronic fareboxes.



Everett Transit

	1999	2000	2001	% Change	2002	2003	2004	2008
Service Area Population	86,730	91,488	95,990	4.92%	N.A.	N.A.	N.A.	N.A.

Annual Operating Information

Fixed Route Services

Revenue Vehicle Hours	76,896	83,700	83,712	0.01%	89,000	89,000	89,000	89,000
Total Vehicle Hours	95,598	90,255	90,375	0.13%	97,000	97,000	97,000	97,000
Revenue Vehicle Miles	979,068	1,002,957	1,031,607	2.86%	1,060,000	1,060,000	1,060,000	1,060,000
Total Vehicle Miles	1,144,194	1,167,765	1,201,277	2.87%	1,220,000	1,220,000	1,220,000	1,220,000
Passenger Trips	1,381,854	1,493,189	1,559,394	4.43%	1,580,000	1,602,000	1,627,000	1,727,000
Diesel Fuel Consumed (gallons)	209,311	231,022	239,751	3.78%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	14	35	20	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	2	6	6	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	72.0	72.0	72.0	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$5,889,446	\$6,181,742	\$6,883,271	11.35%	\$7,399,000	\$7,508,000	\$7,718,000	\$8,620,000
Farebox Revenues	\$688,427	\$769,537	\$793,428	3.10%	\$811,000	\$833,000	\$857,000	\$958,000

Demand Response Services

Revenue Vehicle Hours	21,432	22,896	22,936	0.17%	23,000	23,000	23,000	23,000
Total Vehicle Hours	23,493	25,154	25,656	2.00%	26,000	26,000	26,000	26,000
Revenue Vehicle Miles	243,048	271,407	244,224	-10.02%	250,000	250,000	250,000	250,000
Total Vehicle Miles	269,892	299,988	273,360	-8.88%	276,000	276,000	276,000	276,000
Passenger Trips	55,800	60,106	57,399	-4.50%	58,000	59,000	59,000	64,000
Gasoline Fuel Consumed (gallons)	41,300	46,123	45,816	-0.67%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	3	0	5	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	1	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	19.4	19.4	19.4	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$1,553,154	\$1,645,346	\$1,424,468	-13.42%	\$1,489,000	\$1,523,000	\$1,566,000	\$1,811,000
Farebox Revenues	\$17,285	\$21,801	\$17,041	-21.83%	\$19,000	\$19,000	\$20,000	\$22,000

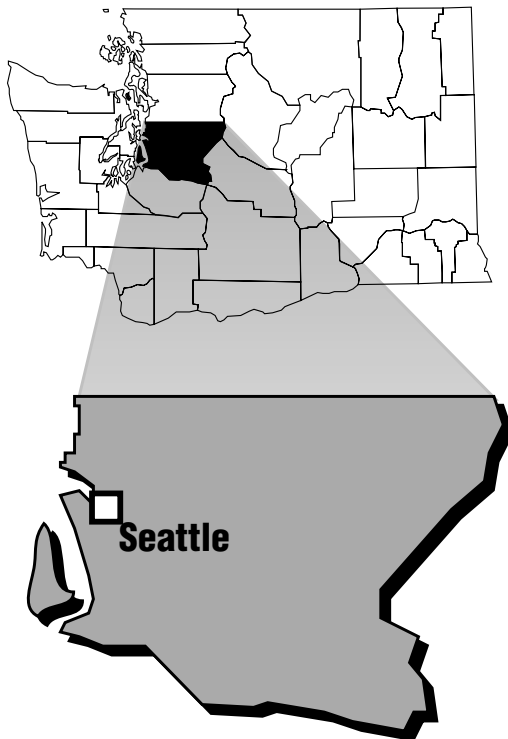
	1999	2000	2001	% Change	2002	2003	2004	2008
Annual Revenues								
Sales Tax	\$7,095,269	\$7,140,044	\$6,666,138	-6.64%	<i>\$7,035,000</i>	<i>\$7,233,000</i>	<i>\$7,437,000</i>	<i>\$8,812,000</i>
MVET	\$278,417	\$193,071	\$0	-100.00%	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
State Bridge Allocation	\$0	\$556,000	\$0	-100.00%	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Fares	\$705,712	\$791,338	\$810,469	2.42%	<i>\$791,000</i>	<i>\$853,000</i>	<i>\$877,000</i>	<i>\$980,000</i>
Federal Section 5307 Preventive Maint.	\$0	\$614,000	\$0	-100.00%	<i>\$534,000</i>	<i>\$363,000</i>	<i>\$365,000</i>	<i>\$300,000</i>
Other	\$336,557	\$532,844	\$474,609	-10.93%	<i>\$1,613,000</i>	<i>\$1,725,000</i>	<i>\$1,753,000</i>	<i>\$1,841,000</i>
Total Annual Revenues	\$8,415,955	\$9,827,297	\$7,951,216	-19.09%	<i>\$9,873,000</i>	<i>\$10,174,000</i>	<i>\$10,432,000</i>	<i>\$11,513,000</i>
Annual Operating Expenses	\$7,442,600	\$7,827,088	\$8,307,739	6.14%	<i>\$8,888,000</i>	<i>\$9,031,000</i>	<i>\$9,284,000</i>	<i>\$10,431,000</i>
Other	\$58,699	\$46,440	\$48,701	4.87%	<i>\$1,221,000</i>	<i>\$1,206,000</i>	<i>\$1,753,000</i>	<i>\$1,206,000</i>
Total	\$7,501,299	\$7,873,528	\$8,356,440	6.13%	<i>\$10,109,000</i>	<i>\$10,237,000</i>	<i>\$11,037,000</i>	<i>\$11,637,000</i>
Annual Capital Purchase Obligations								
Federal Section 5309 Capital Grants	\$3,189,737	\$7,216,364	\$2,340,287		<i>\$0</i>	<i>\$648,000</i>	<i>\$0</i>	<i>\$0</i>
Federal Section 5307 Capital Grants	\$562,608	\$2,745,727	\$13,637,788		<i>\$2,113,000</i>	<i>\$148,000</i>	<i>\$2,989,000</i>	<i>\$0</i>
TEA-21 Capital Grants	\$3,632,324	\$0	\$0		<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Other Contributions	\$137,407	\$1,221,145	\$4,493,554		<i>\$243,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Bond Proceeds	\$0	\$1,952,851	\$2,547,149		<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Unrestricted Cash and Investments	\$879,095	\$537,672	\$1,310,362		<i>\$662,000</i>	<i>\$159,000</i>	<i>\$663,000</i>	<i>\$0</i>
Total Capital Purchases	\$8,401,171	\$13,673,759	\$24,329,140	77.93%	<i>\$3,018,000</i>	<i>\$955,000</i>	<i>\$3,652,000</i>	<i>\$0</i>
Ending Balances, December 31								
Unrestricted Cash and Investments	\$3,753,125	\$5,171,433	\$3,458,643	-33.12%	<i>\$4,651,000</i>	<i>\$4,428,000</i>	<i>\$3,707,000</i>	<i>\$2,653,000</i>

Performance Measures for 2001 Operations

	Fixed Route Services		Demand Response Services	
	Everett Transit	Urbanized Medians	Everett Transit	Urbanized Medians
Fares/Operating Cost	11.53%	15.94%	1.20%	1.61%
Operating Cost/Passenger Trip	\$4.41	\$3.14	\$24.82	\$22.88
Operating Cost/Revenue Vehicle Mile	\$6.67	\$5.92	\$5.83	\$4.04
Operating Cost/Revenue Vehicle Hour	\$82.23	\$79.16	\$62.11	\$64.36
Operating Cost/Total Vehicle Hour	\$76.16	\$73.79	\$55.52	\$56.17
Revenue Vehicle Hours/Total Vehicle Hour	92.63%	91.01%	89.40%	84.63%
Revenue Vehicle Hours/FTE	1,163	945	1,182	1,064
Revenue Vehicle Miles/Revenue Vehicle Hour	12.32	14.30	10.65	14.65
Passenger Trips/Revenue Vehicle Hour	18.6	24.5	2.5	2.8
Passenger Trips/Revenue Vehicle Mile	1.51	1.62	0.24	0.19

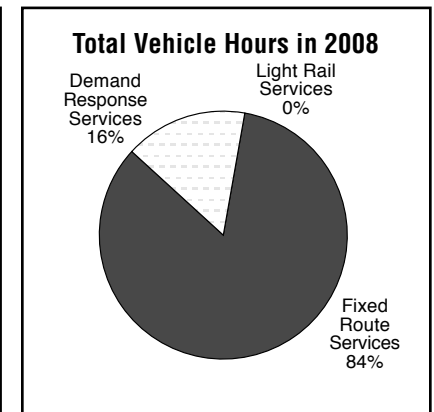
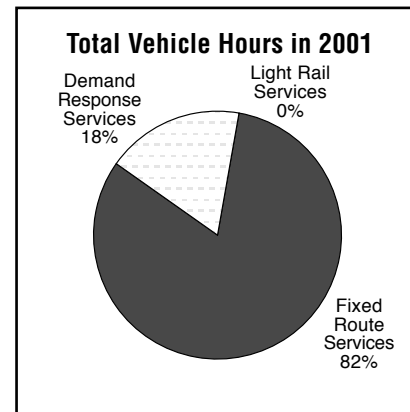
Rick C. Walsh
General Manager, Metro Transit Division

201 South Jackson Street
Seattle, Washington 98104-3856
(206) 684-1481
Internet Home Page: <http://transit.metrokc.gov>



System Snapshot

- Operating Name: King County Metro Transit (Metro)
- Service Area: Countywide, King County
- Congressional Districts: 1, 2, 7, 8, and 9
- Legislative Districts: 1, 5, 11, 30-34, 36, 37, 41, and 45-48
- Type of Government: Metropolitan County
- Governing Body: County Council
- Tax Authorized: 0.8 % sales and use tax approved in November 2000.
- Types of Service: 286 routes, including Seattle Waterfront Streetcar service and Custom Bus service to Boeing facilities, and *ACCESS* (Americans with Disabilities (ADA) accompanying paratransit service) transportation five days a week; 108 routes, including Seattle Waterfront Streetcar, and *ACCESS* on Saturdays; and 95 routes, including Seattle Water-front Streetcar, and *ACCESS* on Sundays.
- Days of Service: Weekdays, between generally 5:30 and 10:00 p.m.; Saturdays, generally between 6:40 a.m. and 10:00 p.m.; and Sundays, generally between 6:40 a.m. and 10:00 p.m.
- Base Fare: \$1.50 peak hour and \$1.25 off peak per boarding single zone for fixed route and 75 cents per boarding for *ACCESS* services.



Current Operations

Metro provides a variety of fixed route services:

- Fifty-four core city local routes within the city of Seattle, Mondays through Fridays, 44 through Saturdays, and 44 seven days a week.
- Sixty-three suburban local routes, Mondays through Fridays, 53 through Saturdays, and 40 seven days a week.
- Two rural local routes, seven days a week.
- Three suburban intercity routes, seven days a week.
- Five rural intercity routes, Mondays through Fridays, and two seven days a week.
- Thirty-three core city commuter routes within the city of Seattle.
- One hundred eight suburban commuter routes, including six Custom Bus routes to Boeing facilities in Everett and Renton.
- Three rural commuter routes.
- One light rail route (Seattle Waterfront Streetcar), seven days a week.

Metro also provides *ACCESS* transportation (paratransit) services for individuals with disabilities or aged 65 and older who are more than three blocks from a transit stop, transportation management services, and vanpool services on weekdays. Metro operates none of the commuter routes on weekends. Metro purchases *ACCESS* transportation services from private contractors.

Metro is the lead agency for Commute Trip Reduction in King County.

Revenue Service Vehicles

Fixed Route — 1,237 total, including 62 contracted, age ranging from 1980 to 2000.

ACCESS Paratransit — 293 total, including 20 contracted, all ADA accessible, age ranging from 1993 to 2000.

Vanpool — 818 total, age ranging from 1992 to 2001.

Streetcars — 5 total, age ranging from 1924 to 1929.

Facilities

Metro's administrative, ridematching, and vanpool offices are in downtown Seattle. There are currently seven operations, nine vehicle maintenance, and four facilities' maintenance bases throughout King County. The largest of these are: Ryerson Base Maintenance and Operations; South Base Maintenance and Operations; North, East, and Central Base Operations.

Metro operates through eight transit centers plus the 1.3 mile transit tunnel in downtown Seattle: Federal Way, Aurora Village, Bellevue, Kirkland, Kent, Renton, Burien, and Northgate. Three of the transit centers function with park and ride lots. Most downtown stops are within 10 minutes' walk. In addition, there are 1,200 covered bus shelters along fixed routes. There are also 56 park and ride lots with 15,895 vehicle spaces and 57 leased lots with 2,388 vehicle spaces.

Intermodal Connections

Metro coordinates fares, schedules, and terminals to maximize ridership with the Washington State Ferries. Two Metro bus routes stop directly in front of the Colman Dock Ferry Terminal in downtown Seattle. All downtown bus routes are within a 10-minute walk of the terminal. Metro also serves the Fauntleroy terminal in West Seattle, as well as service to Vashon Island.

Metro connects with Community Transit at several locations in Seattle and north and east King County and Lynnwood. Metro connects with Pierce Transit in Seattle, Federal Way, and Enumclaw. Metro entered into agreements with both transit systems for ticket books and passes for intercounty transportation.

Metro provides frequent service to Seattle-Tacoma International Airport from downtown Seattle and East King County. Downtown Seattle service operates at least every 30 minutes during the day on weekdays and hourly at other times. Buses load and unload at the baggage level at the airport.

Metro provides connections with the Greyhound Bus Depot and the Amtrak passenger rail system at the King Street Station, both located in Seattle.

With regard to school transportation, Seattle and Bellevue school students purchase student passes and an unknown number of students commute by various fixed route services.

Metro's entire bus fleet was equipped with bicycle racks in 1994. Sixteen locations served by Metro have bicycle lockers, and another 14 locations have bicycle racks.

2001 Achievements

- Objectives met:
 - Entered into a partnership with the Downtown Seattle Association to serve as a broker of Area FlexPass to smaller employers.
 - Instituted a residential FlexPass at a transit-oriented development in downtown Renton.
 - Continued signal-prioritization upgrades.
 - Expanded Renton Transit Center.
 - Began the Elliott Bay Water Taxi demonstration.
 - Managed the Job Access Transportation Program through a grant from FTA.
 - Extended the electric overhead portion of trolley route about 1.3 miles on Beacon Hill.

- Began replacing 100 fixed route trolley buses.
- Redeveloped the Aurora Village Transit Center.
- Other:
 - Purchased property to expand Northgate Park and Ride Lot.
 - Donated 26 retired vanpool vans to community non-profit agencies and local governments throughout King County.
 - Increased fare rates 25 cents.

2002 Objectives

- Implement the joint Sound Transit/Port of Seattle/King County Metro work plan for Sea-Tac Airport.
- Increase TDM programs in the TransValley corridor.
- Design an entrepreneurial TDM approach (trip reduction incentive program) for downtown Bellevue.
- Formally recognize the Area FlexPass program as a regular Metro Transit pass program.
- Continue the Job Access Van Program.
- Expand the bicycle locker program to five additional park and ride facilities.
- Replace Central Substation.
- Expand Bellevue Transit Center.
- Replace 12 and add 40 vanpool vans.
- Replace Central Substation.
- Expand Northgate Park and Ride Lot by 500 spaces.
- Complete replacing 100 fixed route trolley buses.

Long-range (2003 through 2008) Plans

- Reduce *ACCESS* fleet by 10 vehicles.
- Increase vanpool van fleet by 181 vans.
- Increase transit bus fleet by 159 buses.
- Close the Downtown Seattle Transit Tunnel to fixed routes and transfer use to Sound Transit Link Light rail.
- Construct the following park-and-ride lot facilities: Federal Way, Federal Way II (Pacific Highway So.), the Eastgate expansion, Northgate and the Issaquah Highlands lots.
- Implement new transit signal priority initiatives in Renton, Redmond, Bellevue, Kirkland, Seattle, SeaTac, Federal Way, Des Moines, Kent, and Tukwila.
- Remanufacture Breda buses to trolleys.
- Replace radio and AVL system.
- Carry out regional fare coordination.
- Continue transit-oriented development program with projects in Burien, Kenmore, Kent, and Overlake.
- Replace Power Distribution Building.
- Continue signal-prioritization upgrades.
- Increase frequencies of service on fixed routes.
- Construct new south operating base.



	1999	2000	2001	% Change	2002	2003	2004	2008
Service Area Population	1,677,000	1,737,034	1,758,300	1.22%	N.A.	N.A.	N.A.	N.A.
Annual Operating Information								
Fixed Route Services								
Revenue Vehicle Hours	2,975,059	2,910,781	2,974,694	2.20%	3,127,000	3,182,000	3,243,000	3,449,000
Total Vehicle Hours	3,297,070	3,232,196	3,304,104	2.22%	3,476,000	3,537,000	3,606,000	3,838,000
Revenue Vehicle Miles	37,168,198	35,728,155	36,565,582	2.34%	39,213,000	39,900,000	40,658,000	43,240,000
Total Vehicle Miles	44,958,939	43,595,395	44,146,406	1.26%	47,386,000	48,227,000	49,154,000	52,313,000
Passenger Trips	95,440,054	98,848,711 *	97,003,883	7.85%	94,591,000	95,294,000	96,121,000	100,537,000
Diesel Fuel Consumed (gallons)	8,744,644	9,535,662	9,899,182	3.81%	N.A.	N.A.	N.A.	N.A.
Electricity Consumed (Kwh)	19,823,886	18,257,104	19,151,005	4.90%	N.A.	N.A.	N.A.	N.A.
Fatalities	3	1	1	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	194	149	155	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	309	265	250	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	3,446.0	3,409.4	3,446.0	1.07%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$292,957,139	\$300,092,887	\$311,372,219	3.76%	\$339,898,000	\$366,168,000	\$386,603,000	\$464,229,000
Farebox Revenues	\$61,392,641	\$63,979,584	\$69,084,558	7.98%	\$76,996,000	\$78,325,000	\$79,765,000	\$99,561,000
Light Rail Services								
Revenue Vehicle Hours	11,764	11,809	11,659	-1.27%	12,000	12,000	12,000	12,000
Total Vehicle Hours	11,792	11,822	11,687	-1.14%	12,000	12,000	12,000	12,000
Revenue Vehicle Miles	42,221	42,271	40,126	-5.07%	40,000	40,000	40,000	40,000
Total Vehicle Miles	42,319	42,370	40,223	-5.07%	40,000	40,000	40,000	40,000
Passenger Trips	436,688	432,085	374,298	-13.37%	365,000	367,000	371,000	388,000
Electricity Consumed (Kwh)	170,275	214,275	231,335	7.96%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	22	0	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	1	0	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	17.0	18.4	17.0	-7.61%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	incl. above	incl. above	incl. above	N.A.	incl. above	incl. above	incl. above	incl. above
Farebox Revenues	incl. above	incl. above	incl. above	N.A.	incl. above	incl. above	incl. above	incl. above

*Revised number.

King County Metro Transit

	1999	2000	2001	% Change	2002	2003	2004	2008
Demand Response Services								
Revenue Vehicle Hours	595,491	591,700	618,971	4.61%	604,000*	604,000*	604,000*	632,000*
Total Vehicle Hours	698,455	694,064	725,525	4.53%	708,000*	713,000*	713,000*	746,000*
Revenue Vehicle Miles	8,551,091	8,346,925	8,665,960	3.82%	8,455,000*	8,461,000*	8,461,000*	8,849,000*
Total Vehicle Miles	10,002,353	9,760,355	10,241,723	4.93%	9,828,000*	9,896,000*	9,896,000*	10,350,000*
Passenger Trips	1,682,823	1,714,516	1,685,751	-1.68%	1,644,000	1,656,000	1,670,000	1,747,000
Diesel Fuel Consumed (gallons)	0	275,157	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	1,364,000	1,078,055	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	235	24	34	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	327	45	51	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	583.3	627.4	650.5	3.68%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$30,288,781	\$30,091,866	\$34,945,033	16.13%	\$33,717,000	\$33,419,000	\$33,700,000	\$39,945,000
Farebox Revenues	\$216,955	\$206,887	\$295,314	-42.74%	\$393,000	\$373,000	\$355,000	\$363,000
<i>*WSDOT estimates.</i>								
Vanpooling Services								
Revenue Vehicle Miles	9,451,684	9,314,635	9,619,021	3.27%	9,946,000	10,452,000	10,452,000	12,480,000
Total Vehicle Miles	9,622,617	9,504,837	9,761,581	2.70%	9,946,000	10,452,000	10,452,000	12,480,000
Passenger Trips	2,115,823	2,019,776	1,936,350	-4.13%	1,888,000	1,902,000	1,919,000	2,007,000
Vanpool Fleet Size	778	778	709	-8.87%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	818	818	818	0.00%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	846,218	829,788	847,270	2.11%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	2	10	11	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	30	37	37	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	52.0	54.4	52.0	-4.41%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$4,473,446	\$5,887,635	\$5,524,942	-6.16%	\$4,933,000	\$5,516,000	\$5,760,000	\$6,838,000
Vanpooling Revenue	\$4,187,538	\$4,891,908	\$5,175,588	5.80%	\$5,333,000	\$5,590,000	\$6,202,000	\$7,886,000

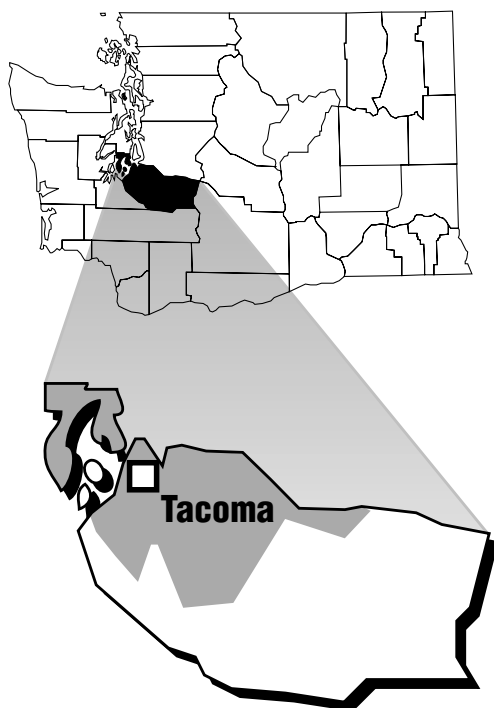
	1999	2000	2001	% Change	2002	2003	2004	2008
Annual Revenues								
Sales Tax	\$217,710,548	\$239,636,459	\$287,844,161	20.12%	\$318,197,000	\$329,957,000	\$347,115,000	\$421,103,000
MVET	\$98,155,447	\$37,306,190	(\$8,341)	-100.02%	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$35,973,300	\$0	-100.00%	\$0	\$0	\$0	\$0
Fares	\$61,609,596	\$64,186,471	\$69,379,872	8.09%	\$77,389,000	\$78,698,000	\$80,120,000	\$99,924,000
Vanpooling Revenue	\$4,187,538	\$4,891,908	\$5,175,588	5.80%	\$5,333,000	\$5,590,000	\$6,202,000	\$7,886,000
Federal Section 5307 Operating	\$0	\$27,819,281	\$14,840,135	-46.66%	\$5,475,000	\$200,000	\$0	\$0
Other	\$30,885,592	\$45,501,745	\$49,521,351	8.83%	\$64,445,000	\$48,822,000	\$51,601,000	\$69,452,000
Total Annual Revenues	\$412,548,721	\$455,315,354	\$18,512,272	-6.27%	\$470,839,000	\$463,267,000	\$485,038,000	\$598,365,000
Annual Operating Expenses								
	\$327,719,366	\$336,072,388	\$426,752,766	4.69%	\$378,548,000	\$405,103,000	\$426,063,000	\$511,012,000
Debt Service								
Interest	\$7,911,399	\$7,715,371	\$7,505,693	-2.72%	\$7,292,000	\$7,492,000	\$8,213,000	\$0
Principal	\$4,338,333	\$4,527,083	\$4,591,667	1.43%	\$4,960,000	\$5,201,000	\$5,552,000	\$0
Total	\$12,249,732	\$12,242,454	\$12,097,360	-1.19%	\$12,252,000	\$12,693,000	\$13,765,000	\$0
Annual Capital Purchase Obligations								
Federal Section 5309 Capital Grants	\$4,071,166	\$4,796,932	\$8,279,006		\$40,674,000	\$8,735,000	\$1,000,000	\$1,000,000
Federal Section 5307 Capital Grants	\$46,545,808	\$48,182,465	\$19,846,612		\$19,794,000	\$83,253,000	\$48,731,000	\$45,000,000
Federal CM/AQ	\$23,640,053	\$1,401,207	\$623,868		\$7,276,000	\$7,797,000	\$4,599,000	\$3,500,000
Federal STP Capital Grants	\$0	\$135,149	\$127,449		\$0	\$0	\$0	\$0
Other Federal Capital Grants	\$2,568,308	\$607,798	\$14,178		\$600,000	\$2,870,000	\$947,000	\$0
Transportation Improvement Board	\$2,303,180	\$1,198,727	\$4,812,186		\$0	\$0	\$0	\$0
Bus Capital Lease	\$12,526,265	\$13,019,729	\$7,781,970		\$12,702,000	\$11,880,000	\$14,700,000	\$0
Sound Transit	\$3,076,468	\$18,648	\$0		\$806,000	\$806,000	\$0	\$0
Other Miscellaneous	\$195,748	\$0	\$6,631,560		\$0	\$0	\$0	\$0
Capital Replacement/Purchase Funds	\$44,926,479	\$14,116,191	\$13,998,678		\$11,908,000	\$81,799,000	\$186,064,000	\$13,335,000
Total Capital Purchases	\$139,853,475	\$83,476,846	\$62,115,507	-25.59%	\$93,760,000	\$197,140,000	\$256,041,000	\$62,835,000
Ending Balances, December 31								
Operating Reserve	\$63,462,730	\$98,460,923	\$57,782,352	-41.31%	\$38,376,000	\$33,167,000	\$34,956,000	\$41,994,000
Rate Stabilization Reserve	\$12,278,528	\$2,000,000	\$0	-100.00%	\$0	\$0	\$0	\$0
Capital Fund	\$70,100,629	\$64,763,069	\$155,143,584	139.56%	\$83,763,000	\$56,165,000	\$933,000	\$766,000
Revenue Fleet Replacement Fund	\$24,467,517	\$34,516,591	\$65,018,964	88.37%	\$117,414,000	\$134,307,000	\$73,458,000	\$160,395,000
Cross Border Lease Fund	\$69,604,152	\$61,245,443	\$45,804,836	-25.21%	\$35,437,000	\$22,836,000	\$9,093,000	\$0
Totals	\$239,913,556	\$260,986,026	\$323,749,736	24.05%	\$274,990,000	\$246,475,000	\$118,440,000	\$203,155,000

Performance Measures for 2001 Operations

	Fixed Route Services		Demand Response Services	
	King County	Urbanized Medians	King County	Urbanized Medians
Fares/Operating Cost	22.19%	15.94%	0.85%	1.61%
Operating Cost/Passenger Trip	\$3.21	\$3.14	\$20.73	\$22.88
Operating Cost/Revenue Vehicle Mile	\$8.52	\$5.92	\$4.03	\$4.04
Operating Cost/Revenue Vehicle Hour	\$104.67	\$79.16	\$56.46	\$64.36
Operating Cost/Total Vehicle Hour	\$94.24	\$73.79	\$48.17	\$56.17
Revenue Vehicle Hours/Total Vehicle Hour	90.03%	91.01%	85.31%	84.63%
Revenue Vehicle Hours/FTE	863	945	952	1,064
Revenue Vehicle Miles/Revenue Vehicle Hour	12.29	14.30	14.00	14.65
Passenger Trips/Revenue Vehicle Hour	32.6	24.5	2.7	2.8
Passenger Trips/Revenue Vehicle Mile	2.65	1.62	0.19	0.19

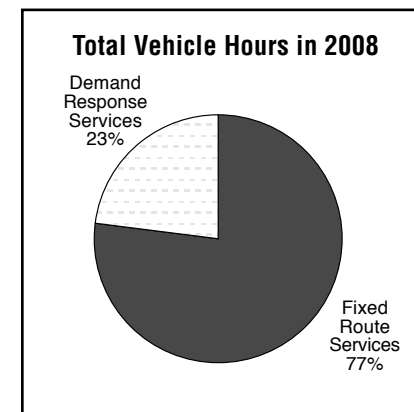
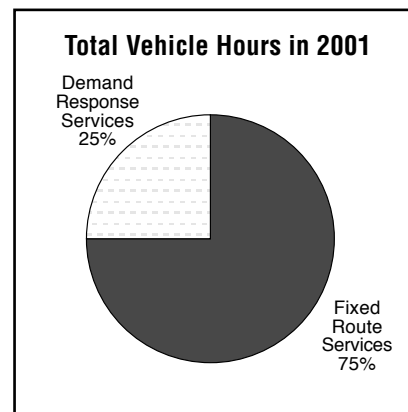
Don S. Monroe
Chief Executive Officer

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 Tacoma, Washington 98499-0070
 (253) 581-8080
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System Snapshot

- Operating Name: Pierce Transit
- Service Area: Central and Northern Pierce County, including the Gig Harbor and Key Peninsulas
- Congressional District: 6, 8, and 9
- Legislative Districts: 2, 25-29, and 31
- Type of Government: Public Transportation Benefit Area
- Governing Body: 9 member board of directors comprised of two Pierce County Council members, the Pierce County Executive or designee, three Tacoma Council members, one Lakewood Council member, one elected official representing the cities of Puyallup and University Place, and one elected official representing the cities of Bonney Lake, Buckley, Dupont, Edgewood, Fife, Fircrest, Gig Harbor, Milton, Orting, Ruston, Steilacoom, and Sumner.
- Tax Authorized: 0.3% sales and use tax approved in November 1979.
- Types of Service: 47 fixed routes and complementary SHUTTLE Specialized Transportation Service for persons with disabilities who cannot use fixed route services.
- Days of Service: Weekdays, generally between 4:00 a.m. and midnight; Saturdays, generally between 6:00 a.m. and midnight; and Sundays between 7:00 a.m. and midnight.
- Base Fare: \$1.00 per boarding for fixed route and 50 cents per boarding for SHUTTLE Specialized Transportation Service.



Current Operations

Pierce Transit provides a variety of fixed routed services:

- Four express commuter routes: Purdy/Tacoma, Tacoma/Lakewood, and Olympia (three routes).
- Three suburban commuter routes between Pierce County and King County destinations as a contractor to Sound Transit.
- Four suburban intercity routes between Pierce County and King County destinations as a contractor to Sound Transit.
- Twenty-five Tacoma core city local routes.
- Eleven suburban local routes (Tacoma urbanized area).
- Five suburban intercity routes (Tacoma/Sumner, Lakewood/Sumner, Purdy/Tacoma, Lakewood/Parkland, and Federal Way/Graham).
- Two rural routes (Bonney Lake/Buckley, and Bonney Lake/Prairie Ridge).

Pierce Transit operates 30 local and four intercity routes seven days a week.

Pierce Transit also provides SHUTTLE Specialized Transportation Service for individuals living near the fixed route system who are unable to use the fixed route system. In addition to Pierce Transit vehicles, contracts with a private operator for SHUTTLE Specialized Transportation Service.

Pierce Transit also provides vanpool, rideshare, and employer Commute Trip Reduction-assistance.

Revenue Service Vehicles

Fixed Route — 166 total, all equipped with wheelchair lifts, age ranging from 1973 to 2000.

SHUTTLE Specialized Transportation Vans — 104 total, all ADA accessible, age 1995 and 1999.

Vanpool — 239 total, one equipped with a wheelchair lift, age ranging from 1990 to 2001.

Facilities

Pierce Transit's Central Base Facility, including administration, operations, and maintenance functions, is located on a 20-acre site in Lakewood. Pierce Transit also has a layover facility at 17th and Broadway in downtown Tacoma and leases a training facility in Lakewood and the SHUTTLE base.

Pierce Transit operates through eight transit centers: Lakewood Mall, 72nd Street, Tacoma Community College, Tacoma Mall, Parkland, Commerce Street in Downtown Tacoma, Tacoma Dome, and South Hill Mall.

Pierce Transit utilizes 17 park and ride lots; three of these are owned and ten are maintained by Pierce Transit. Major (more than 150 spaces) park and ride facilities include: Tacoma Dome Station, SR 512 (Lakewood), South Hill, Bonney Lake South, Kimball Drive in Gig Harbor, Narrows, and North Purdy. In addition, there are 241 covered bus shelters and 242 open benches located along fixed routes.

Intermodal Connections

Pierce Transit supports intermodal coordination through adopted policies that emphasize access between modes to encourage the use of alternatives to single occupant vehicles.

The best examples of these policies at work are:

- The Tacoma Dome Station serving as a regional express bus, local bus, and rideshare facility, and the passenger terminal for Greyhound. It also serves the Sounder Commuter Rail and will serve Link Light Rail, when completed.
- Coordinated schedules with King County Metro Transit in Federal Way and Intercity Transit in Olympia.
- The joint use passenger terminal at Point Defiance.
- Bicycle transport racks and storage facilities.
- Collaborative effort with the City of Tacoma on the Tacoma Dome Station project and the Tacoma Dome Area Master Plan.

Pierce Transit continues to work closely with local jurisdictions to ensure proper pedestrian access to new developments becomes a condition of environmental review for issuing land use permits and building permits.

Pierce Transit connects with: Intercity Transit at several Pierce and Thurston County locations; King County Metro Transit at several locations in King County; Pierce County Ferry to Anderson and Ketron Islands at Steilacoom; Washington State Ferries at Point Defiance; Amtrak in downtown Tacoma; and Greyhound at the Tacoma Dome Station.

2001 Achievements

- Objectives met:
 - Continued service planning studies, designed to look at local fixed route improvements and efficiencies.
 - Began expansion of operations and maintenance facility.
 - Continued to increase employer contacts to further the growth of the Jobs Access Program.
 - Implemented transit signal priority on Bridgeport Way, South 19th Street, and 6th Avenue.
- Objectives unmet:
 - Replace 29 SHUTTLE Specialized Transportation vehicles.
 - Add eight SHUTTLE Specialized Transportation vehicles.
- Other:
 - Added 18 new vanpool vans.
 - Reduced rural routes so that Bonney Lake replaced Sumner as a terminus.
 - Increased farebox rates effective January 1, 2002.

2002 Objectives

- Improve downtown fixed route operations.
- Implement hybrid service using SHUTTLE vans to provide limited demand response service to the Key peninsula and Orting areas.
- Seek voters' approval of an increase of 0.3% sales tax rate.
- Complete the first phase of the operations and maintenance facility expansion.
- Replace 29 SHUTTLE Specialized Transportation vehicles.
- Add eight SHUTTLE Specialized Transportation vehicles.
- Develop and determine the feasibility of a "Transit Oriented Development" at the Parkland Transit Center.
- Offer the private sector an opportunity to provide and maintain needed bus stop facilities in exchange for receiving revenues through advertising.

Long-range (2003 through 2008) Plans

- Complete the second phase of the operations and maintenance facility expansion.
- Replace remaining 55 diesel-fueled fixed route buses with CNG buses.
- Add 28 CNG buses for fixed route service.
- Replace 120 and add seven SHUTTLE Specialized Transportation vehicles.
- Increase vanpool fleet 50 percent to 324 vans while replacing 240 vans.
- Complete ADA fully accessible system of bus stops.
- Replace communication system.
- Begin development of new park and rides in the Gig Harbor and Parkland/Spanaway areas.
- Implement security systems at the operations and maintenance facility and the Commerce Street Transit Center.

	1999	2000	2001	% Change	2002	2003	2004	2008
Service Area Population	635,290	643,690	658,475	2.30%	N.A.	N.A.	N.A.	N.A.
Annual Operating Information								
Fixed Route Services								
Revenue Vehicle Hours	565,078	527,689	552,665	4.73%	577,000	622,000	645,000	684,000
Total Vehicle Hours	624,796	584,990	615,178	5.16%	642,000	692,000	718,000	761,000
Revenue Vehicle Miles	8,746,934	8,218,551	8,708,202	5.96%	9,074,000	9,940,000	10,487,000	10,968,000
Total Vehicle Miles	10,336,180	9,761,573	10,707,280	9.69%	11,203,000	12,272,000	12,946,000	13,548,000
Passenger Trips	13,799,562	13,556,966	14,002,196	3.28%	13,797,000	14,266,000	14,690,000	15,583,000
Diesel Fuel Consumed (gallons)	1,019,320	979,031	842,088	-13.99%	N.A.	N.A.	N.A.	N.A.
CNG Fuel Consumed (Therms)	1,533,801	1,228,645	1,508,004	22.74%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	21,681	7,698	0	-100.00%	N.A.	N.A.	N.A.	N.A.
Fatalities	1	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	132	76	41	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	25	103	56	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	545.5	600.2	664.5	10.71%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$45,391,499	\$39,070,162	\$41,366,326	5.88%	\$51,892,000	\$52,737,000	\$57,169,000	\$74,431,000
Farebox Revenues	\$8,331,713	\$6,063,010	\$6,052,079	-0.18%	\$7,030,000	\$7,560,000	\$7,560,000	\$10,520,000
Demand Response Services								
Revenue Vehicle Hours	169,723	190,314	149,697	-21.34%	140,000	140,000	165,000	165,000
Total Vehicle Hours	207,080	211,385	208,670	-1.28%	195,000	196,000	201,000	230,000
Revenue Vehicle Miles	2,767,334	3,039,064	1,945,620	-35.98%	1,718,000	1,590,000	2,522,000	2,522,000
Total Vehicle Miles	3,464,494	3,382,646	2,911,616	-13.92%	3,339,000	3,404,000	2,808,000	2,808,000
Passenger Trips	519,923	462,070	556,330	20.40%	543,000	567,000	584,000	657,000
Diesel Fuel Consumed (gallons)	33,401	47,417	51,982	9.63%	N.A.	N.A.	N.A.	N.A.
CNG Fuel Consumed (Therms)	3,664	0	0	0.00%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	53,590	43,581	44,084	1.15%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	36	0	6	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	19	87	8	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	81.9	63.7	64.1	0.63%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$12,606,874	\$11,844,846	\$12,985,556	9.63%	\$15,012,000	\$16,480,000	\$17,765,000	\$22,894,000
Farebox Revenues	\$287,300	\$181,385	\$278,499	53.54%	\$326,000	\$341,000	\$351,000	\$530,000

Pierce Transit

	1999	2000	2001	% Change	2002	2003	2004	2008
Vanpooling Services								
Revenue Vehicle Miles	2,305,250	2,790,000	3,060,000	9.68%	<i>3,060,000</i>	<i>3,121,000</i>	<i>3,184,000</i>	<i>3,446,000</i>
Total Vehicle Miles	2,309,750	2,822,500	3,313,466	17.39%	<i>3,300,000</i>	<i>3,700,000</i>	<i>4,000,000</i>	<i>5,100,000</i>
Passenger Trips	483,500	577,500	600,000	3.90%	<i>689,000</i>	<i>776,000</i>	<i>835,000</i>	<i>1,074,000</i>
Vanpool Fleet Size	197	202	208	2.97%	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>
Vans in Operation	154	192	208	8.33%	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>
Gasoline Fuel Consumed (gallons)	176,678	216,812	223,591	3.13%	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>
Fatalities	0	0	0	N.A.	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>
Reportable Injuries	1	1	1	N.A.	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>
Collisions	4	5	2	N.A.	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>
Employees (FTEs)	11.3	13.0	16.0	23.08%	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>
Operating Expenses	\$878,496	\$1,809,133	\$1,930,912	6.73%	<i>\$2,223,000</i>	<i>\$2,442,000</i>	<i>\$2,647,000</i>	<i>\$3,447,000</i>
Vanpooling Revenue	\$957,669	\$1,135,526	\$1,327,376	16.90%	<i>\$1,480,000</i>	<i>\$1,730,000</i>	<i>\$1,860,000</i>	<i>\$2,550,000</i>

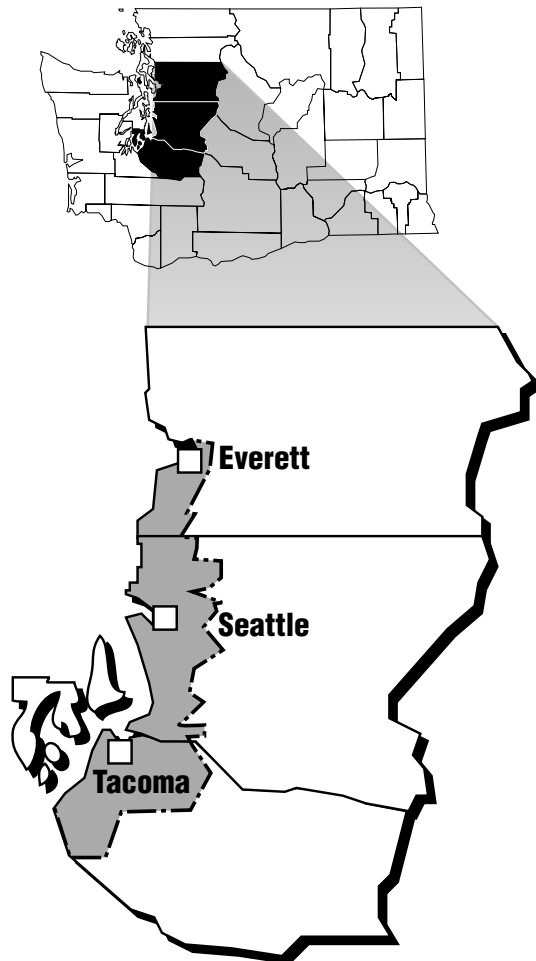
	1999	2000	2001	% Change	2002	2003	2004	2008
Annual Revenues								
Sales Tax	\$24,218,060	\$25,788,866	\$26,677,899	3.45%	<i>\$26,548,000</i>	<i>\$54,158,000</i>	<i>\$55,782,000</i>	<i>\$68,443,000</i>
MVET	\$22,609,654	\$296,941	\$0	-100.00%	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
State Bridge Allocation	\$0	\$8,423,900	\$0	-100.00%	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Fares	\$8,619,013	\$6,244,395	\$6,330,578	1.38%	<i>\$7,356,000</i>	<i>\$7,691,000</i>	<i>\$7,911,000</i>	<i>\$11,050,000</i>
Vanpooling Revenue	\$957,669	\$1,135,526	\$1,327,376	16.90%	<i>\$1,371,000</i>	<i>\$1,727,000</i>	<i>\$1,860,000</i>	<i>\$2,553,000</i>
Federal Section 5307 Operating	\$620,713	\$0	\$0	N.A.	<i>\$387,000</i>	<i>\$387,000</i>	<i>\$387,000</i>	<i>\$387,000</i>
Federal Section 5307 Prevent. Maint.	\$1,500,626	\$86,650	\$1,193,786	1277.71%	<i>\$3,264,000</i>	<i>\$6,520,000</i>	<i>\$6,897,000</i>	<i>\$9,179,000</i>
Other	\$4,089,184	\$12,649,518	\$10,487,021	-17.10%	<i>\$15,838,000</i>	<i>\$2,285,000</i>	<i>\$2,224,000</i>	<i>\$2,482,000</i>
RTA Reimbursement	\$2,626,172	\$8,491,376	\$10,970,160	29.19%	<i>\$12,539,000</i>	<i>\$14,117,000</i>	<i>\$16,113,000</i>	<i>\$19,493,000</i>
Total Annual Revenues	\$65,241,091	\$63,117,172	\$56,986,820	-9.71%	<i>\$67,698,000</i>	<i>\$86,885,000</i>	<i>\$91,174,000</i>	<i>\$113,587,000</i>
Annual Operating Expenses	\$58,876,869	\$52,724,141	\$56,282,794	6.75%	<i>\$69,127,000</i>	<i>\$71,659,000</i>	<i>\$77,581,000</i>	<i>\$100,772,000</i>
Debt Service								
Interest	\$527,478	N.A.	N.A.	N.A.	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Principal	\$315,000	N.A.	N.A.	N.A.	<i>\$3,900,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Total	\$842,478	\$581,680	\$283,373	-51.28%	<i>\$3,900,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Annual Capital Purchase Obligations								
Federal CM/AQ Grant	\$0	\$0	\$0		<i>\$0</i>	<i>\$1,675,000</i>	<i>\$327,000</i>	<i>\$1,500,000</i>
Federal STP-Regional	\$0	\$0	\$0		<i>\$0</i>	<i>\$500,000</i>	<i>\$0</i>	<i>\$500,000</i>
Federal Section 5309 Capital Grants	\$1,369,963	\$744,387	\$0		<i>\$245,000</i>	<i>\$2,284,000</i>	<i>\$1,000,000</i>	<i>\$1,000,000</i>
Federal Section 5307 Capital Grants	\$9,200,508	\$10,477,857	\$9,520,000		<i>\$11,095,000</i>	<i>\$5,242,000</i>	<i>\$3,513,000</i>	<i>\$2,315,000</i>
Central Puget Sound PT Account	\$1,836,142	\$1,921,876	\$803,928		<i>\$81,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Capital Replacement/Purchase Funds	\$3,513,316	\$8,807,475	\$832,802		<i>\$3,620,000</i>	<i>\$20,898,000</i>	<i>\$21,471,000</i>	<i>\$4,604,000</i>
Other	\$3,960,093	\$8,220,838	\$933,430		<i>\$1,131,000</i>	<i>\$390,000</i>	<i>\$0</i>	<i>\$0</i>
Total Capital Purchases	\$19,880,022	\$30,172,433	\$12,090,160	-59.93%	<i>\$16,172,000</i>	<i>\$30,989,000</i>	<i>\$26,311,000</i>	<i>\$9,919,000</i>
Ending Balances, December 31								
Unrestricted Cash and Investments	\$23,458,918	\$21,092,135	\$21,418,433	1.55%	<i>\$21,333,000</i>	<i>\$8,209,000</i>	<i>\$7,097,000</i>	<i>\$6,934,000</i>
Capital Replacement/Purchase Funds	\$8,165,807	\$10,349,050	\$11,184,380	8.07%	<i>\$9,596,000</i>	<i>\$8,123,000</i>	<i>\$7,027,000</i>	<i>\$13,607,000</i>
Self Insurance Fund	\$4,460,858	\$5,235,320	\$4,408,175	-15.80%	<i>\$4,110,000</i>	<i>\$4,110,000</i>	<i>\$4,110,000</i>	<i>\$4,110,000</i>
Total	\$36,085,583	\$36,676,505	\$37,010,988	0.91%	<i>\$35,039,000</i>	<i>\$20,442,000</i>	<i>\$18,234,000</i>	<i>\$24,651,000</i>

Performance Measures for 2001 Operations

	Fixed Route Services		Demand Response Services	
	Pierce Transit	Urbanized Medians	Pierce Transit	Urbanized Medians
Fares/Operating Cost	14.63%	15.94%	2.14%	1.61%
Operating Cost/Passenger Trip	\$2.95	\$3.14	\$23.34	\$22.88
Operating Cost/Revenue Vehicle Mile	\$4.75	\$5.92	\$6.67	\$4.04
Operating Cost/Revenue Vehicle Hour	\$74.85	\$79.16	\$86.75	\$64.36
Operating Cost/Total Vehicle Hour	\$67.24	\$73.79	\$62.23	\$56.17
Revenue Vehicle Hours/Total Vehicle Hour	89.84%	91.01%	71.74%	84.63%
Revenue Vehicle Hours/FTE	832	945	2,335	1,064
Revenue Vehicle Miles/Revenue Vehicle Hour	15.76	14.30	13.00	14.65
Passenger Trips/Revenue Vehicle Hour	25.3	24.5	3.7	2.8
Passenger Trips/Revenue Vehicle Mile	1.61	1.62	0.29	0.19

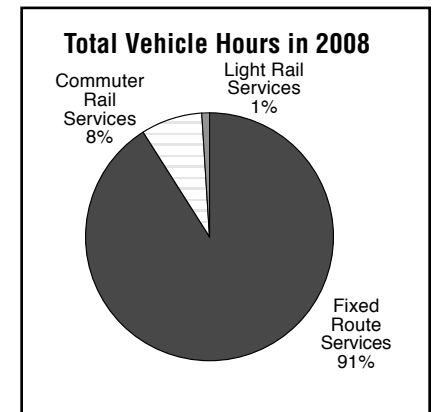
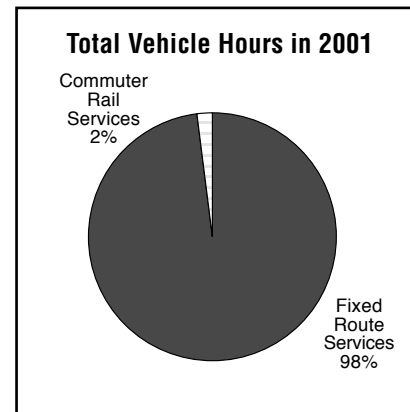
Joan M. Earl
Executive Director

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System Snapshot

- Operating Name: Sound Transit (Central Puget Sound Regional Transit Authority)
- Service Area: Urbanized area of King, Pierce, and Snohomish Counties
- Congressional Districts: 1, 2, 6, 7, 8, and 9
- Legislative Districts: 1, 2, 5, 11, 21, 25, 27, 28, 29, 30, 31, 32, 33, 34, 37, 38, 41, 44, 45, 47, and 48
- Type of Government: Regional Transit Authority
- Governing Body: 18 member board currently consists of: the state Secretary of Transportation; the King County executive and four King County council members; the Pierce County executive; the Snohomish County executive; the mayors of Seattle, Everett, and Kent; and one council member each from Edmonds, Federal Way, Kenmore, Lakewood, Seattle, Sumner, and Tacoma.
- Tax Authorized: 0.4% sales and use tax and 0.3% motor vehicle excise tax approved in November 1996.
- Types of Service: Express bus routes within and between Pierce and King Counties, and between Snohomish and King Counties, and commuter rail between Seattle and Tacoma.
- Days of Service: Daily, between 3:15 a.m. and 12:15 a.m.
- Base Fare: Zone-based structure, \$1.25 single zone fare for Express bus service and \$2.00 for Sounder commuter rail.



Current Operations

Sound Transit contracts with:

- Pierce Transit to provide:
 - Three intercity commuter routes (one between Tacoma and Seattle, one between Gig Harbor and Seattle, and one between Bonney Lake and Tacoma); and
 - Three suburban intercity routes (one between Lakewood and Seattle via Tacoma, one between Lakewood and SeaTac, and one between Lakewood and Auburn).
- King County Metro Transit to provide:
 - Two urbanized commuter routes (Issaquah/Seattle); and
 - Five suburban intercity routes (between Bellevue and Seattle, Bellevue and SeaTac, Bellevue and Federal Way, Redmond and the University of Washington, and between SeaTac and Seattle via Burien).
- Community Transit to provide:
 - Three intercity commuter routes (one between Everett and Bellevue via Lynnwood, one between Everett and Seattle via Lynnwood, and one between Northgate and Everett); and
 - Two suburban intercity routes (one between Everett and Bellevue, and one between Everett and Seattle via Lynnwood).

Commuter routes operate only on weekdays. Suburban intercity routes operate everyday, except four of the King County routes that operate weekdays only.

Sound Transit contracts with BNSF to provide Sounder commuter rail service between Seattle and Tacoma with two trips daily and stops at five stations and with Amtrak for maintenance of Sounder trains.

Revenue Service Vehicles

Fixed Route — 174 buses, all ADA accessible, with models ranging from 1999 to 2001, plus leased 20 dual-mode Breda buses.

Commuter Rail — 26 rail cars and six locomotives.

Facilities

Sound Transit's leased administrative offices in Seattle in Union Station and near downtown Seattle, and community offices in Seattle and Tacoma.

Sound Transit also has seven commuter rail stations in Seattle, Tukwila, Kent, Auburn, Puyallup, Sumner, and Tacoma.

Intermodal Connections

Sound Transit's Express bus service provides connections with Amtrak at Seattle's King Street Station and Tacoma's Amtrak rail station, as well as the Greyhound bus depots in Seattle, Everett, and Tacoma. The express commuter service also serves downtown Seattle's ferry terminal for Washington State Ferries.

The bus service serves 32 park and ride lots: 7 in Pierce County, 4 in Snohomish County, and 21 in King County.

The bus service also provides connections with: King County Metro Transit in Seattle, Bellevue, Federal Way, Redmond, Auburn, Burien, and SeaTac; Pierce Transit in Tacoma, Gig Harbor, Bonney Lake, and Lakewood; Community Transit in Everett and Lynnwood; Everett Transit in Everett; and Intercity Transit in Tacoma and Lakewood.

2001 Achievements

- Objectives met:
 - Added four new ST Express routes in September.
 - Extended Sounder stops to Kent, Puyallup, and Tukwila.
 - Purchased 20 40-foot Gillig and 20 40-foot New Flyer buses.
 - Began construction of Tacoma Link light rail.
 - Began constructing Overlake Transit Center/Park-and-Ride Lot.
 - Began constructing Bellevue Transportation Center.
- Objectives unmet:
 - Take delivery of trains for Tacoma Link light rail.
- Other:
 - Completed Pacific Avenue overpass providing increased access to Everett Station.
 - The station design process is underway for the Everett-Seattle and Lakewood-Tacoma Sounder segments.
 - Sound Transit Board voted to begin construction on a 14-mile initial segment of light rail from just north of Sea-Tac Airport to downtown Seattle.

2002 Objectives

- Begin service on Woodinville to Seattle ST Express route.
- Complete construction of Tacoma Link light rail.
- Take delivery of trains for Tacoma Link light rail.
- Construct Dupont Park-and-Ride Lot.
- Complete Overlake Transit Center/Park-and-Ride Lot.

Long-range (2003 through 2008) Plans

- Achieve full Sounder commuter rail service between Seattle and Tacoma, Lakewood, and Tacoma, and Everett and Seattle.
- Add one new ST Express route in King County.
- Construct transit centers at:
 - Bellevue
 - Kirkland
 - Overlake
 - Lynnwood
 - Mercer Island
 - Federal Way
 - Issaquah
- Construct park and ride lots at:
 - Federal Way
 - Pacific Highway
 - Lynnwood Transit Center
 - East Everett
 - S.R. 512
 - Overlake
- Begin Tacoma Link light rail service.
- Complete construction and service implementation of the transit hub program.
- Complete constructing Bellevue Transportation Center.
- Improve pedestrian access to all transit hubs, including installing passenger shelters with improved lighting and customer information at transfer points with high ridership.

Sound Transit

	1999	2000	2001	% Change	2002	2003	2004	2008
Service Area Population	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.

Annual Operating Information

Fixed Route Services

Revenue Vehicle Hours	60,873	217,473	284,186	30.68%	342,000	376,000	395,000	457,000
Total Vehicle Hours	86,576	264,694	400,512	51.31%	482,000	529,000	556,000	644,000
Revenue Vehicle Miles	1,830,524	4,980,439	8,022,431	61.08%	8,616,000	9,225,000	9,430,000	11,342,000
Total Vehicle Miles	2,056,335	5,071,518	10,188,487	100.90%	10,942,000	11,715,000	11,976,000	14,404,000
Passenger Trips	1,210,378	4,486,796	5,780,744	28.84%	6,840,000	7,754,000	8,426,000	10,517,000
Diesel Fuel Consumed (gallons)	256,377	1,202,479	1,213,075	0.88%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	3	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	16	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$8,911,785	\$30,404,428	\$32,388,334	6.53%	\$38,603,000	\$43,607,000	\$47,136,000	\$66,304,000
Farebox Revenues	\$2,174,476	\$6,320,089	\$7,614,883	20.49%	\$8,762,000	\$9,993,000	\$11,072,000	\$14,564,000

Commuter Rail Services

Revenue Vehicle Hours	N.A.	1,789	6,688	273.84%	7,000	11,000	18,000	51,000
Total Vehicle Hours	N.A.	1,932	7,223	273.86%	8,000	12,000	19,000	56,000
Revenue Vehicle Miles	N.A.	70,673	262,858	271.94%	276,000	401,000	634,000	1,679,000
Total Vehicle Miles	N.A.	71,380	266,202	272.94%	280,000	421,000	665,000	1,763,000
Passenger Trips	N.A.	101,000	562,386	456.82%	600,000	800,000	1,000,000	2,500,000
Diesel Fuel Consumed (gallons)	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$1,045,198	\$7,286,713	\$8,160,000	11.98%	\$8,611,000	\$13,369,000	\$23,061,000	\$30,102,000
Farebox Revenues	\$292,655	\$468,562	\$1,405,965	200.06%	\$1,500,000	\$2,070,000	\$2,678,000	\$7,683,000

	1999	2000	2001	% Change	2002	2003	2004	2008
Light Rail Services								
Revenue Vehicle Hours	N.A.	N.A.	N.A.	N.A.	N.A.	2,000	5,000	5,000
Total Vehicle Hours	N.A.	N.A.	N.A.	N.A.	N.A.	3,000	10,000	10,000
Revenue Vehicle Miles	N.A.	N.A.	N.A.	N.A.	N.A.	30,000	92,000	92,000
Total Vehicle Miles	N.A.	N.A.	N.A.	N.A.	N.A.	205,000	615,000	615,000
Passenger Trips	N.A.	N.A.	N.A.	N.A.	N.A.	107,000	166,000	405,000
Diesel Fuel Consumed (gallons)	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Operating Expenses	N.A.	N.A.	N.A.	N.A.	N.A.	\$2,761,000	\$2,672,000	\$2,997,000
Farebox Revenues	N.A.	N.A.	N.A.	N.A.	N.A.	\$0	\$0	\$0



Sound Transit

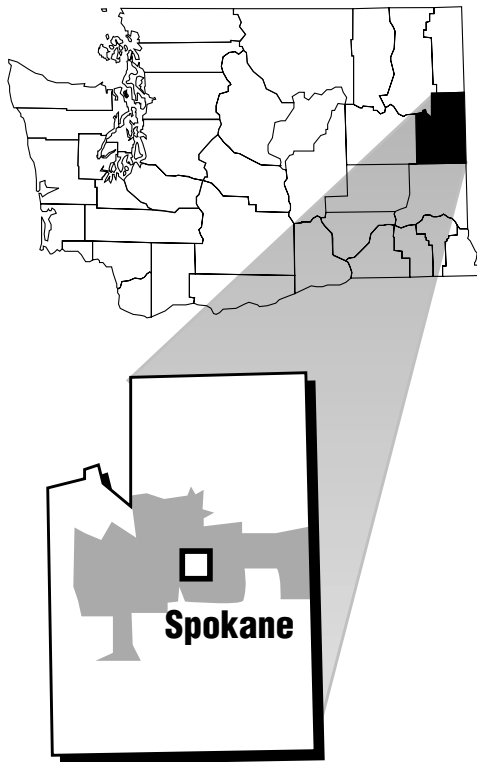
	1999	2000	2001	% Change	2002	2003	2004	2008
Annual Revenues								
Sales Tax	\$196,025,199	\$197,670,221	\$209,601,559	6.04%	<i>\$197,193,000</i>	<i>\$202,863,000</i>	<i>\$271,722,000</i>	<i>\$286,980,000</i>
MVET	\$46,135,491	\$51,437,025	\$57,313,532	11.42%	<i>\$56,596,000</i>	<i>\$59,308,000</i>	<i>\$62,603,000</i>	<i>\$78,148,000</i>
Fares	\$2,467,131	\$6,788,651	\$9,020,848	32.88%	<i>\$10,262,000</i>	<i>\$12,063,000</i>	<i>\$13,750,000</i>	<i>\$22,247,000</i>
Federal Section 5307 Preventive	\$0	\$0	\$0	N.A.	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$19,210,000</i>
Other	\$14,932,654	\$33,780,315	\$56,853,879	68.30%	<i>\$39,274,000</i>	<i>\$30,865,000</i>	<i>\$17,382,000</i>	<i>\$6,515,000</i>
Total Annual Revenues	\$259,560,475	\$289,676,212	\$332,789,818	14.88%	<i>\$303,325,000</i>	<i>\$305,099,000</i>	<i>\$365,457,000</i>	<i>\$413,100,000</i>
Annual Operating Expenses	\$9,956,983	\$37,691,141	\$40,548,334	7.58%	<i>\$47,214,000</i>	<i>\$59,737,000</i>	<i>\$72,869,000</i>	<i>\$99,403,000</i>
Other Expenses	\$7,327,559	\$19,310,960	\$95,160,835	392.78%	<i>\$38,285,000</i>	<i>\$45,278,000</i>	<i>\$47,969,000</i>	<i>\$18,412,000</i>
Debt Service	\$11,442,592	\$17,163,888	\$17,163,888	0.00%	<i>\$17,164,000</i>	<i>\$17,164,000</i>	<i>\$19,772,000</i>	<i>\$115,928,000</i>
Annual Capital Purchase Obligations								
Federal Section 5309 Capital Grants	\$54,000,000	\$113,863,049	\$94,580,000		<i>\$94,581,000</i>	<i>\$130,060,000</i>	<i>\$116,340,000</i>	<i>\$0</i>
Local Grants	\$0	\$0	\$0		<i>\$0</i>	<i>\$16,667,000</i>	<i>\$16,667,000</i>	<i>\$0</i>
Other	\$0	\$34,735,094	\$0		<i>\$25,892,000</i>	<i>\$12,892,000</i>	<i>\$2,762,000</i>	<i>\$379,000</i>
Bonds Proceeds	\$158,867,498	\$0	\$0		<i>\$0</i>	<i>\$0</i>	<i>\$89,151,000</i>	<i>\$133,409,000</i>
Unrestricted Cash and Investments	\$22,969,589	\$393,215,961	\$495,580,057		<i>\$374,357,000</i>	<i>\$468,505,000</i>	<i>\$493,447,000</i>	<i>\$106,935,000</i>
Total Capital Purchases	\$235,837,087	\$541,814,104	\$590,160,057	8.92%	<i>\$494,830,000</i>	<i>\$628,124,000</i>	<i>\$718,367,000</i>	<i>\$240,723,000</i>
Ending Balances, December 31								
Unrestricted Cash and Investments	\$399,320,691	\$784,964,006	\$475,666,608	-39.40%	<i>\$669,208,000</i>	<i>\$366,106,000</i>	<i>\$10,000,000</i>	<i>\$10,000,000</i>

Performance Measures for 2001 Operations

	Fixed Route Services	
	Sound Transit	Urbanized Medians
Fares/Operating Cost	23.51%	15.94%
Operating Cost/Passenger Trip	\$5.60	\$3.14
Operating Cost/Revenue Vehicle Mile	\$4.04	\$5.92
Operating Cost/Revenue Vehicle Hour	\$113.97	\$79.16
Operating Cost/Total Vehicle Hour	\$80.87	\$73.79
Revenue Vehicle Hours/Total Vehicle Hour	70.96%	91.01%
Revenue Vehicle Hours/FTE	N.A.	945
Revenue Vehicle Miles/Revenue Vehicle Hour	28.23	14.30
Passenger Trips/Revenue Vehicle Hour	20.3	24.5
Passenger Trips/Revenue Vehicle Mile	0.72	0.19

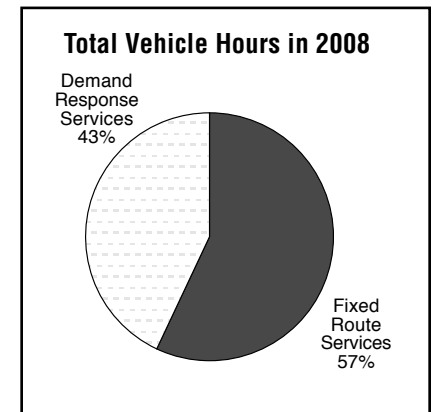
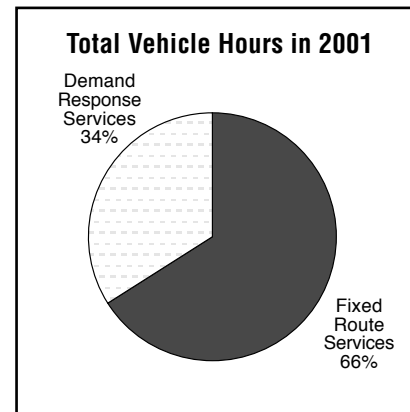
Robert Allen Schweim
Executive Director

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System Snapshot

- Operating Name: Spokane Transit
- Service Area: Central Spokane County
- Congressional District: 5
- Legislative Districts: 3, 4, 6, and 9
- Type of Government: Public Transportation Benefit Area
- Governing Body: 9 member board of directors comprised of three Spokane County commissioners, three Spokane Council members, and three council members representing Airway Heights, Cheney, Liberty Lake, Medical Lake, and Millwood.
- Tax Authorized: 0.3% sales and use tax approved in March 1981.
- Types of Service: 31 fixed routes and paratransit service, Mondays through Fridays; 25 fixed routes with paratransit service on Saturdays; and 21 fixed routes with paratransit service on Sundays.
- Days of Service: Weekdays, generally between 5:30 a.m. and midnight; Saturdays, generally between 5:30 a.m. and 10:00 p.m.; and Sundays, generally between 8:00 a.m. and 8:00 p.m.
- Base Fare: 75 cents per boarding for fixed route and 35 cents per boarding for paratransit services.



Current Operations

STA operates 31 routes, Mondays through Fridays, as follows:

- Eighteen central city local routes.
- One shuttle route using trolley replicas in downtown Spokane.
- Six suburban routes (Spokane urbanized area).
- Three suburban commuter routes (Spokane urbanized area).
- Two rural intercity routes, Spokane/Medical Lake and Spokane/Cheney.

The commuter routes, the downtown Spokane shuttle, a central city local route, and a rural intercity route do not operate on Saturdays or Sundays. On Sundays, an additional central city local route, and three suburban routes do not operate.

STA also provides paratransit service for individuals with disabilities and vanpool services. STA purchases paratransit services from a private contractor during weekday peak overload periods, weekdays after 6 p.m., and all day Saturdays and Sundays.

STA provides rideshare vanpool service.

Revenue Service Vehicles

Fixed Route — 124 total, 108 ADA accessible, 121 equipped with bicycle racks, age ranging from 1983 to 1997.

Paratransit — 67 total, all ADA accessible, age ranging from 1990 to 2001. In addition, a private contractor provides 31 vans.

Vanpool — 34 total, one wheelchair lift equipped, age ranging from 1984 to 1995.

Rubber Tire Trolley Replicas — 6 total, all ADA accessible, age 1994 and 2000.

Facilities

Most maintenance, administrative, and operational functions of STA, including covered parking for agency vehicles, are in a facility on an 11.4 acre site in Spokane. A second service and garaging facility, the Charles H. Fleck Service Center, is located in the Spokane Valley with space for 18 buses and 12 paratransit vans.

“The STA Plaza” in downtown Spokane serves as a civic facility, the transit security station, and the passenger hub. Buses operate on two parallel streets; passengers access buses at the center on a high frequency schedule. Shuttle services use rubber tire trolley replicas with passengers’ access on a third (east) side of the facility.

There are two customer information facilities, eight pass sales outlets, and 166 passenger schedule outlets located throughout the service area.

STA has eight transit centers — in addition to The Plaza, 97 separate shelter locations, and 13 park and ride lots with a total of 2,115 vehicle parking spaces. Ten park and ride lots have passenger shelters, and five have bicycle lockers.

Intermodal Connections

STA provides service to the Intermodal Center during STA service hours to provide connections to intercity bus, Amtrak, and taxi services.

STA operates a fixed route and paratransit service between downtown Spokane and the Spokane International Airport.

STA provides scheduled service to all of the public elementary, middle, and high schools in the service area. In addition, STA serves the areas’ colleges and universities, including Gonzaga University in Spokane; Whitworth College, north of Spokane; Eastern Washington University in Cheney; the Spokane campuses of Washington State University and Eastern Washington University; Spokane Community College; and Spokane Falls Community College.

STA serves 13 park and ride lots.

2001 Achievements

- Objectives met:
 - Purchased ten replacement paratransit vans.
 - Made service reductions in May to reduce expenditures.
 - Procured engineering of Mirabeau Point park and ride lot at the Evergreen Interchange.
 - Participated in the Washington WorkFirst (Welfare to Work) program with local state agencies.
 - Participated in regional carbon monoxide reduction program for alternative mode use versus single occupancy vehicle commutes.
- Objectives unmet:
 - Purchase property to develop a south side transit center.
 - Begin preliminary engineering for light rail transit system for the Spokane region.
- Other:
 - Hired consultant team for Regional Light Rail Project.

2002 Objectives

- Begin preliminary engineering for light rail transit system for the Spokane region.
- Increase base fare to \$1.00 for fixed route boardings and 50 cents for paratransit boardings.
- Purchase 28 replacement paratransit vans.
- Purchase 17 replacement vanpool vans.
- Purchase property for the Southside transit center.
- Seek voters' approval of a .3% increase in the sales tax.

Long-range (2003 through 2008) Plans

- Purchase 29 replacement transit buses for fixed route services.
- Purchase 116 replacement paratransit vans.
- Purchase 57 vanpool vehicles as replacements and three for expansion.
- Replace fare collection system on fixed route service.
- Purchase of up to three hybrid electric transit buses as part of regular replacement schedule.
- Upgrade radio communications system.
- Design the light rail transit system for the Spokane region.
- Purchase automated vehicle locator system for fixed route.



Spokane Transit

	1999	2000	2001	% Change	2002	2003	2004	2008
Service Area Population	369,760	370,210	368,265	-0.53%	N.A.	N.A.	N.A.	N.A.

Annual Operating Information

Fixed Route Services

Revenue Vehicle Hours	375,175	356,977	336,401	-5.76%	340,000	272,000	204,000	204,000
Total Vehicle Hours	399,288	381,253	357,966	-6.11%	362,000	290,000	217,000	217,000
Revenue Vehicle Miles	5,308,483	4,962,786	4,641,901	-6.47%	4,796,000	3,861,000	2,896,000	2,896,000
Total Vehicle Miles	5,770,412	5,391,413	5,042,383	-6.47%	5,209,000	4,194,000	3,145,000	3,145,000
Passenger Trips	8,099,072	8,512,225	8,370,460	-1.67%	7,740,000	6,192,000	4,644,000	4,644,000
Diesel Fuel Consumed (gallons)	1,336,556	1,279,566	1,206,860	-5.68%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	75	110	87	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	13	25	24	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	351.0	325.5	304.9	-6.33%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$25,939,566	\$24,931,229	\$25,600,378	2.68%	\$25,995,000	\$21,319,000	\$16,389,000	\$18,091,000
Farebox Revenues	\$4,090,165	\$4,265,303	\$4,215,663	-1.16%	\$5,038,000	\$4,126,000	\$3,095,000	\$3,502,000

Demand Response Services

Revenue Vehicle Hours	149,508	148,814	153,565	3.19%	159,000	148,000	136,000	136,000
Total Vehicle Hours	181,484	177,112	182,945	3.29%	190,000	176,000	162,000	162,000
Revenue Vehicle Miles	2,449,312	2,353,028	2,349,728	-0.14%	2,452,000	2,243,000	2,063,000	2,063,000
Total Vehicle Miles	2,686,929	2,630,221	2,688,479	2.21%	2,805,000	2,507,000	2,306,000	2,306,000
Passenger Trips	435,153	430,920	431,210	0.07%	454,000	410,000	378,000	378,000
Diesel Fuel Consumed (gallons)	191,298	165,373	129,058	2.57%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	102,620	125,821	170,548	3.13%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	0	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	6	18	13	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	9	7	5	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	136.8	132.8	132.8	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$6,999,596	\$7,236,197	\$7,589,548	4.88%	\$8,384,000	\$7,988,000	\$7,533,000	\$8,315,000
Farebox Revenues	\$110,315	\$118,255	\$113,421	-4.09%	\$159,000	\$137,000	\$126,000	\$142,000

	1999	2000	2001	% Change	2002	2003	2004	2008
Vanpooling Services								
Revenue Vehicle Miles	236,397	225,726	299,738	32.79%	<i>338,000</i>	<i>348,000</i>	<i>358,000</i>	<i>403,000</i>
Total Vehicle Miles	249,448	231,461	306,113	32.25%	<i>345,000</i>	<i>356,000</i>	<i>367,000</i>	<i>413,000</i>
Passenger Trips	68,559	66,620	85,500	28.34%	<i>121,000</i>	<i>125,000</i>	<i>129,000</i>	<i>145,000</i>
Vanpool Fleet Size	34	34	34	0.00%	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>
Vans in Operation	22	27	30	11.11%	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>
Gasoline Fuel Consumed (gallons)	19,372	17,268	24,102	39.58%	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>
Fatalities	0	0	0	N.A.	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>
Reportable Injuries	3	0	0	N.A.	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>
Collisions	1	0	0	N.A.	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>
Employees (FTEs)	1.0	0.7	1.0	42.86%	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>	<i>N.A.</i>
Operating Expenses	\$110,550	\$138,216	\$148,733	7.61%	<i>\$164,000</i>	<i>\$173,000</i>	<i>\$183,000</i>	<i>\$227,000</i>
Vanpooling Revenue	\$106,312	\$102,497	\$139,452	36.05%	<i>\$136,000</i>	<i>\$193,000</i>	<i>\$199,000</i>	<i>\$223,000</i>

Spokane Transit

	1999	2000	2001	% Change	2002	2003	2004	2008
Annual Revenues								
Sales Tax	\$16,021,110	\$17,124,880	\$17,146,565	0.13%	\$17,446,000	\$17,969,000	\$18,508,000	\$20,831,000
MVET	\$14,577,817	\$1,369,679	\$0	-100.00%	\$0	\$0	\$0	\$0
State Bridge Allocation	\$0	\$5,774,100	\$0	-100.00%	\$0	\$0	\$0	\$0
Fares	\$4,200,480	\$4,383,558	\$4,329,084	-1.24%	\$5,197,000	\$4,263,000	\$3,221,000	\$3,644,000
Vanpooling Revenue	\$106,312	\$102,497	\$139,452	36.05%	\$136,000	\$193,000	\$199,000	\$223,000
Federal Section 5307 Prevent. Maint.	\$637,120	\$514,000	\$514,020	0.00%	\$810,000	\$810,000	\$810,000	\$810,000
Other	\$3,500,449	\$4,258,380	\$3,973,883	-6.68%	\$2,109,000	(\$163,000)	(\$1,633,000)	(\$1,903,000)
Total Annual Revenues	\$39,043,288	\$33,527,094	\$26,103,004	-34.49%	\$25,698,000	\$23,072,000	\$21,105,000	\$23,605,000
Annual Operating Expenses	\$33,049,712	\$32,305,642	\$33,338,659	3.20%	\$34,543,000	\$29,480,000	\$24,105,000	\$26,633,000
Other Expenses	\$229,911	\$902,690	\$281,297	-68.84%	\$1,126,000	\$0	\$0	\$0
Annual Capital Purchase Obligations								
Federal STP Grant	\$115,728	\$831,874	\$74,658		\$906,000	\$188,000	\$0	\$0
Federal Section 5309 Capital Grants	\$323,174	\$0	\$0		\$4,953,000	\$0	\$0	\$0
Federal Section 5307 Capital Grants	\$0	\$1,143,819	\$3,813,744		\$2,332,000	\$10,094,000	\$2,496,000	\$1,816,000
Unrestricted Cash and Investments	\$542,704	\$232,162	\$303,766		\$2,793,000	\$3,687,000	\$1,029,000	\$1,094,000
Total Capital Purchases	\$981,606	\$2,207,855	\$4,192,168	89.88%	\$10,984,000	\$13,969,000	\$3,525,000	\$2,910,000
Ending Balances, December 31								
Unrestricted Cash and Investments	\$10,023,843	\$8,857,594	\$35,455,351	300.28%	\$21,675,000	\$12,567,000	\$10,677,000	\$3,865,000
Capital Replacement/Purchase Funds	\$29,689,631	\$35,786,559	\$300,000	-99.16%	\$300,000	\$300,000	\$300,000	\$300,000
Self Insurance Fund	\$7,124,788	\$7,124,999	\$7,459,312	4.69%	\$7,459,000	\$7,459,000	\$7,459,000	\$7,459,000
Cooperative Road Projects	\$2,199,087	\$1,399,460	\$1,247,551	-10.85%	\$0	\$0	\$0	\$0
Total	\$49,037,349	\$53,168,612	\$53,168,612	-16.38%	\$29,434,000	\$20,326,000	\$18,436,000	\$11,624,000

Performance Measures for 2001 Operations

	Fixed Route Services		Demand Response Services	
	Spokane Transit	Urbanized Medians	Spokane Transit	Urbanized Medians
Fares/Operating Cost	16.47%	15.94%	1.49%	1.61%
Operating Cost/Passenger Trip	\$3.06	\$3.14	\$17.60	\$22.88
Operating Cost/Revenue Vehicle Mile	\$5.52	\$5.92	\$3.23	\$4.04
Operating Cost/Revenue Vehicle Hour	\$76.10	\$79.16	\$49.42	\$64.36
Operating Cost/Total Vehicle Hour	\$71.52	\$73.79	\$41.49	\$56.17
Revenue Vehicle Hours/Total Vehicle Hour	93.98%	91.01%	83.94%	84.63%
Revenue Vehicle Hours/FTE	1,103	945	1,157	1,064
Revenue Vehicle Miles/Revenue Vehicle Hour	13.80	14.30	15.30	14.65
Passenger Trips/Revenue Vehicle Hour	24.9	24.5	2.8	2.8
Passenger Trips/Revenue Vehicle Mile	1.80	1.62	0.18	0.19